The Literary Digest

(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Laura Seelys
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FUNK & WAGNALLS COMPANY, Publishers
NEW YORK AND LONDON

Vol. XXXVIII., No. 2. Whole No. 977 NEW YORK, JANUARY 9, 1909 Price 10 Cents

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U. S. District Attorney

ELLA WHEELER WILCOX

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Woman's World

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All these famous Authors, Actors, Poets, Editors, Composers, Celebrities, Cause-workers and public officials are contributors TO THIS ONE ISSUE of the WOMAN'S WORLD—The Star Anniversary Issue.

Some Features in Star Issue

"WHITE SLAVE TRADE OF TODAY," by Edwin W. Sims, United States District Attorney in Chicago. An account of the White Slave traffic of today by the official who has already obtained the conviction of many hundreds of the miserable creatures engaged in this "business," and who, Mr. Sims says, "Have reduced the art of ruining young girls to a national and international system." Mr. Sims was the government prosecuting attorney in the famous $29,000,000.00 Standard Oil case.

"THE SINS OF SOCIETY," by Mr. Joseph Medill Patterson, author of "A Little Brother of the Rich."

"HOMES AND NEAR HOMES IN THE FAR NORTH," by Rex Beach, author of "The Spoilers," "The Barrier," etc.

"HOW I WON FIRST PRIZE IN A $10,000.00 BEAUTY CONTEST," by Miss Della Carson.

"A POT OF IRISH PORRIDGE," by Chauncey Olcott.

"WHY GIRLS GO ASTRAY," by Edwin W. Sims. Mr. Sims states he has received many letters from fathers and mothers, since he began writing for WOMAN'S WORLD, whose fears and suspicions "were aroused by the warning that the girl who left her home in the country, gone up to the city and does not come home to visit, needs to be looked up." These cases have been investigated and some of the results are published in his article, "Why Girls Go Astray."

"WOLVES THAT PREY ON WOMEN," by Jane Addams of Hull House, Chicago.

"THE STAGE STRUCK GIRL," by Elsie Janis, the youngest Star on the American stage.

"A WORD ABOUT WAYWARD GIRLS," by Mrs. Ophelia L. Amigh, Superintendent Illinois State Training School for girls.

"THE MOST INTERESTING THING IN THE WORLD," fascinating symposium by George Ade, George Barr McCutcheon, Forrest Crissey, William Hodge.

"TIME'S DEFEAT," and "THE EMPTY BOWL," by Ella Wheeler Wilcox.

"A TEAR VASE," by Elia W. Peattie.

"THE PHANTOM CAB," by Elliott Flower.

"ON WATCH," by John Kendrick Bangs.

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"THE IDENTITY OF MARY," by Maud Radford Warren.

"SHOULD GIRLS BE PERMITTED TO MARRY OLD MEN?" by Rosetta.

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Concerning Future Issues

EVERY issue of WOMAN'S WORLD during 1909 will be noteworthy. In the next few issues will appear "The Gloaming Ghost," a new two part serial by GEORGE BARR McCUTCHEON. Three new short stories by CYRUS TOWNSEND BRADY; three new short stories by REX BEACH; "The Adventures of a Soldier of Fortune," three part serial, by ROY NORTON, author of "The Vanishing Fleets," "The Old Homestead," by DENMAN THOMPSON; "Odd Family Life in Foreign Lands," by BURTON HOLMES, etc., etc.

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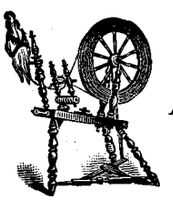

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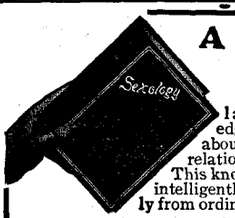

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"Send Us Help—We Are Dying"

Two Millions of Starving Men, Women and Children Appeal to America for Help

THE greatest catastrophe the world has ever experienced has befallen Southern Italy. Nearly two hundred thousand souls were ushered into eternity without a moment's warning, and nearly two millions were bereft of their every earthly possession.

According to the latest dispatches, no words in human language can picture the appalling suffering of these stricken people. Imagination revolts at the unspeakable horrors of the catastrophe, and the plight of the refugees is indescribable.

"Give Us Bread or We Perish"

As this goes to press, thousands are starving, thousands dying of exposure and from fatal injuries, survivors wander about the streets half-clad and half-demented, families are separated, mothers are pitifully seeking lost children—on every hand one sees suffering, starvation, and horrors unutterable. Finally, the shadow of impending famine and pestilence hangs over the land. There is no such thing as exaggerating the suffering or need of these people.

Their pitiful cry for help—"help quickly, or we perish!" must appeal to every Christian heart. THE CHRISTIAN HERALD has already cabled $20,000, but much more is needed, and we appeal to every reader of this paper to promptly do his or her share toward relieving the fearful disasters that followed this inscrutable dispensation of Providence.

Everybody Should Help

The need is so great, the opportunity so large, that everybody can and should do something. One-half lira (ten cents) a day will keep alive some human life; it may be that of a child, or it may be that of an adult. But some life will be sustained. In a few months the heavy cloud will be dispelled, and these self-same people, now dazed and hopeless, will be able to reassert themselves and again take their places among the self-supporting and self-respecting members of the world's large family. Will you be one to help them while they themselves are helpless?

Bereft of Everything

Heartrending stories come from every quarter of the stricken district.

"A young girl arrived here to-day from Reggio after walking a distance of eighteen miles, practically without clothing, weeping the whole way and imploring a garment with which to cover herself. Finally, on the outskirts of Catanzaro, a monk stripped off his habit and gave it to the unfortunate.

"Another young woman of Reggio was a prisoner for forty-eight hours on the fifth floor of her home. She cried aloud for help, which none dared give her because of the unsafe condition of the walls. Finally a fireman braved the danger and brought the girl down, but she was found to have gone raving mad, Her mother and her father, two brothers and a sister were lying dead in a room beside her.

1,500 Die By the Roadside

"A band of half-clad refugees arrived at Palmi, in a torrent of rain. Two thousand had set out in the beginning, but only 500 ragged and emaciated wanderers reached their destination. Many of the others had perished on the terrible journey."

"Under some wreckage enclosed in a kind of little cubbyhole and protected by two heavy beams I discovered two little babies safe and uninjured. They were as comfortable as possible, and laughing and playing with the buttons on their clothes. We could find no trace of their parents, who undoubtedly lost their lives. It made a terrible impression to see the bereaved children. We saw many mothers with dead babies in their arms."

Never yet has the generous American heart turned a deaf ear to the pitiful cry of destitute, desolate and suffering humanity, and the smitten people of Messina and Calabria look to us now with a confiding faith that we will not be unmoved in the face of their utter desolation and pitiful need. "Send us help—we are dying!"—this is the cry that has gone forth into all the world.

We therefore plead earnestly with you to help us to help them. They are in fearful straits. They do not speak English, hence they cannot plead understandingly with us for themselves. But we can and will plead for them and we know that we shall not plead in vain.

The Good Book says, "He that hath pity upon the poor lendeth unto the Lord, and that which he hath given will he pay him again." Then let us one and all make an investment now, at the commencement of the new year, and lend unto the Lord all we can possibly spare, and surely before the year has come to an end he will repay with usury all that we have lent him.

Let every town and village be represented in this glorious life-saving work. Let every church and Sunday School, every Class Meeting and every Young People's Society of whatever name do its share, and do it liberally, to rescue this unfortunate people. Remember, their distress is not of their own making; they are not at fault. We would be no better off were a like misfortune to overtake us. This is an opportunity to do good in the Master's name. We are His almoners. He gave up all for us, and now through these starving people He claims a share of what He has entrusted to our care. Are we unjust stewards? God forbid!

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A Crowd in Reggio—all of whom very likely have just Perished

Help—and Help Quickly!

Let us put flesh on their spare bones, blood in their impoverished veins, vitality in their enfeebled bodies, and joy and hope in their desolate hearts. This is your mission and my mission, dear brothers and sisters, and may God grant that with alacrity—indeed, joyfully—we avail ourselves of this great opportunity to do good in our blessed Redeemer's name

☆ ☆ ☆

Men and women, children, Christians!
Do you hear that starving cry?
God's command says "Help the needy,"
Can you let his children die?
Will you stretch no hand to help them,
From your share of daily bread?
There's a cry from stricken Italy,
God's poor children must be fed.

HOW TO HELP

You can help by sending on your individual contribution, but besides that, *get others to give*. Start out to-day among your friends and neighbors, and see what you can raise. Remember that human life is at stake, and work with all your might and main. Surely it is worth the effort.

Spare what time you can for this God-given work. You can speak; you can plead; you can pray; you can give. May all who read this appeal enlist in this mission of humanity, and may God graciously prosper the work of their hearts and hands. Ask Him, and He will do it.

☆ ☆ ☆

Every contribution, however small, will be acknowledged in the columns of THE CHRISTIAN HERALD, and later on by Him who shall say, "Come, ye blessed of my Father; for I was a hungered, and ye gave me bread; naked, and ye clothed me. Inasmuch as ye did it unto the least of these my brethren, ye did it unto me."

May God help poor Italy and bless every giver, and Multiply the Gifts!

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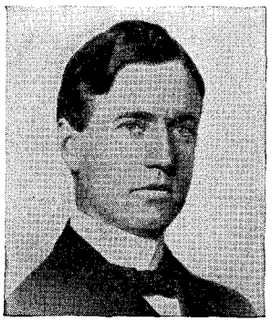

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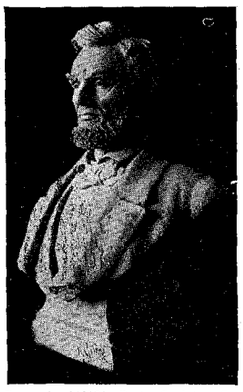

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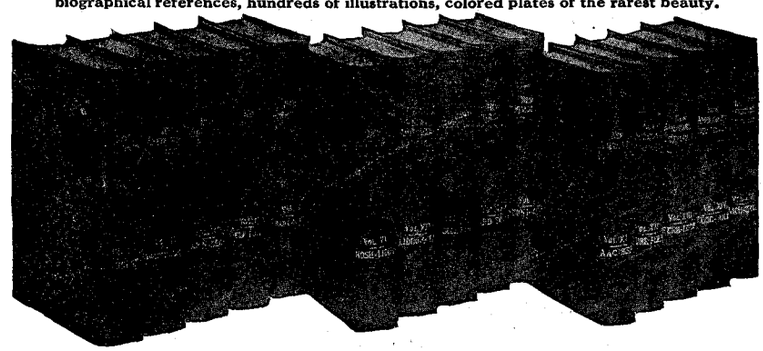

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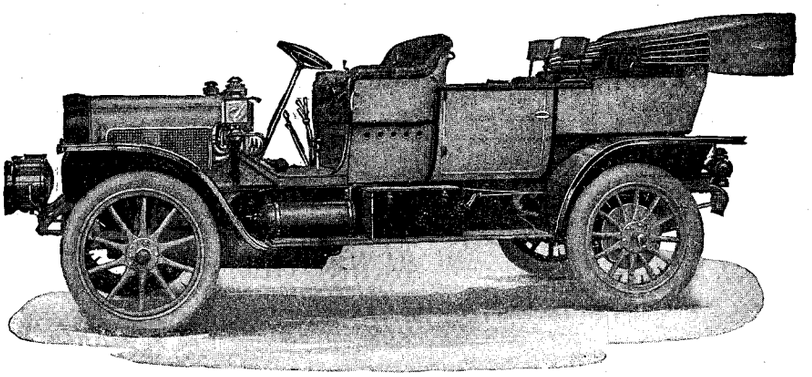

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres., Adam W. Wagnalls, Vice-Pres. and Treas., Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XXXVIII., NO. 2 NEW YORK, JANUARY 9, 1909 WHOLE NUMBER, 977

TOPICS OF THE DAY

ITALY'S CALAMITY

THE last two centuries have witnessed no more stupendous drama of disaster than that enacted last week in Sicily and Calabria. In the early morning of December 28 the cities of Messina and Reggio were overwhelmed by a triple catastrophe of earthquake, flood, and fire, their fate being shared in varying degrees by a score of other towns and villages in the stricken region. According to an official estimate 115,000 lives were blotted out, while some dispatches double this figure. Scarcely less appalling than the terrible toll of death is the physical and mental suffering of between 200,000 and 300,000 survivors whose condition cries out to the whole civilized world for alleviation. Measured by loss of life, the recent earthquakes of San Francisco, Valparaiso, and Jamaica are dwarfed to comparative insignificance. If even the lowest of the present estimates stand, the closing week of 1908 will have to its credit a disaster surpassed in kind only by the Yeddo earthquake which killed 200,000 Japanese in 1703, and by that of Antioch in 526, which is credited with the destruction of 250,000. Yet in the last half-century alone, more than 110,000 earthquake shocks have been recorded. And no inhabited part of the earth's surface, according to the Springfield *Republican*, is more subject to these destructive tremors than the region about the strait of Messina, where the blow has once more fallen.

A FAMILY WHERE HEROISM IS IN THE BLOOD.

By their heroic rescue work at the scene of the earthquake King Victor Emmanuel and Queen Helena are carrying on the high traditions of the house of Savoy.

Such details of this latest Mediterranean earthquake as have reached the outside world carry a burden of horror which stuns the imagination and stills comment. The sudden nightmare of crumbling walls, of inland-rushing sea on the one side and devouring fire on the other, was followed by the slow tortures of hunger and cold, by the moans of the wounded imprisoned in the ruins, and by the spectacle of men, reduced to savagery by the extremity of their need, fighting to the death over scraps of food. Dogs preyed upon the bodies of the dead, and the human underworld, responding to the anarchy of nature, rushed forth to acts of theft and outrage. From the first connected accounts a Roman correspondent of the New York *Times* gives the following description of the catastrophe as it fell upon Messina, whose fate may be regarded as typical of what happened in part to neighboring towns and villages:

"Messina had not awakened to its duties for the day when, at 5:20 o'clock on Monday morning, the disaster occurred. Lights were still burning in the hotels and the splendid, sickle-shaped harbor was filled with shipping.

"Suddenly, without warning, the earth began to tremble. A great shock followed a few seconds after the first oscillation. Those in the ships in the harbor heard a roar, caught a glimpse of falling walls, and looking up, saw Messina crumbling into ruin. A dense cloud of dust arose to hide the city's death-throes.

"Shouts of alarm from the sailors turned the attention of the watchers to the sea. The water had been violently troubled some minutes before. Now it seemed to recede, as tho gathering for a forward rush. A moment later, in the words of an eye-witness, the sea swelled and rose in a wall of water 35 feet high and hurled itself upon the city, engulfing whole streets near the water front. As the wave receded its surface was black with corpses and the wreckage of houses. The effect of the whole was to create a scene unequaled in terror and grandeur. The fall of dust, the flames, the falling houses, the shrieks and prayers of the inhabitants were so terrifying that of those who escaped some lost their reason."

The destruction of the aqueduct and water system left the city a vast smoldering tomb. Says a later dispatch by way of Rome to the London *Chronicle*:

"Hunger and thirst have driven the people mad with the animal desire to satisfy their cravings that stops at nothing. At every point looting and struggles for scraps of food and bits of fuel and clothing proceed. Revolver shots are exchanged at every street-corner, brother fighting with brother, over some bit of garbage. A fearful struggle over some casks of biscuits, preserves, raisins, and other foodstuffs took place at the custom-house. A regular battle with knives took place among the survivors resulting in several deaths, one man falling with his throat cut in defending a few crackers."

From Reggio comes the account of a chasm 80 feet wide which opened in the earth immediately after the shock, and belched

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MESSINA,

The Sicilian city which has been wiped out by earthquake and tidal wave. The arrow points to the position of Reggio, on the Calabrian shore.

forth scalding water to add to the agony of the sufferers. At Palmi a whole regiment was wiped out of existence.

The other side of the picture is supplied by the eagerness with which all nations have come forward with help and sympathy for Italy in her hour of affliction. The foreign war-ships in the Mediterranean were the first messengers of succor to reach the scene.

From everywhere money and help is being offered. But as the Prefect of Messina states the case, "no amount of assistance will be excessive." The United States supply-ship *Celtic* has been diverted from its errand to the returning fleet and will go at once to Messina with a million and a half of navy rations for the earthquake sufferers—enough to feed 50,000 people for a month. Our fleet will doubtless render any other aid within its power. Altho millions of dollars have already been contributed, "it is feared," says a Roman dispatch, "that the world's generosity will be insufficient in view of the immensity of the disaster." "Such a disaster," remarks the New York *Call* (Socialist), "does at least for the time make the whole world kin." This phase of the tragedy is commented upon by other papers. Says the New York *American:*

"We read in the dispatches that all the great Powers are sending war-ships to Sicily. There is portent in this alliance of the fighting forces of the world to do battle against disaster, and to mitigate, as far as may be, a great calamity that has fallen upon mankind.

"It is a holy alliance of humanity in wrestle with the harsh and inscrutable powers of the earth. And it foreshadows a day that shall surely dawn upon the earth when men will put an end to the fearful cruelty and waste of internecine war, and will unite not only on great and exceptional occasions, but in a steady and perpetual concord, to bring all the resources of organized science and art to bear upon the difficulties and dangers of our earthly existence."

In wireless telegraphy, remarks the Boston *Transcript*, modern science has employed in this disaster a new engine toward relief and rescue. "With railways ruined and wires down, on the arrival of a war-ship in the harbor communication was established by wireless," we read, and "many a sufferer in Sicily and Calabria will owe his temporal salvation to his compatriot, Guglielmo Marconi."

Several papers discuss the probable future of the ruined district. Says the New York *World:*

"Villages will recover more slowly than cities. Messina and Reggio can not be killed. Their position in the path of commerce requires rebuilding, tho Messina will continue to lose in relative importance to Catania and Palermo. Great modern ships more often go through the straits without stopping for repairs or transshipping cargo than did the buffeted little sailing craft of old days; and Messina has behind it no such tributary country as the plain of Catania, or the 'shell of gold' which smiles on Palermo; but Messina will be again Messina.

"There are villages in the earthquake zone which will hardly survive. Of many of them, until the panic, almost all the able-bodied men were in the United States. If these people must build up from the bare earth their ruined fortunes, it is as easy to do so in America as to stay by the haunted sites of their old homes. Relatives in the New World will hold out help with lavish hands. Nor should Americans of other races be backward in this.

"Economic conditions will aid in depopulating the region. For years the condition of Sicily and Calabria has been a problem of statesmanship, California has hurt the fruit industry, the crude processes of sulfur-mining afford only the scantiest wage, and the barrenness of the grain lands of the interior is a continuing evil from the time of Cicero. Nothing but money sent from America has made life possible in many families. . . . . .

"Unless the living are too few to swell the hosts, an increase in Italian immigration may be expected. If the newcomers are to herd in our cities, waiting for the resumption of construction work at full tide, much suffering may still await them. But there is

THE WATER-FRONT AT MESSINA,

Which was leveled by the tidal wave. The arrow points to the Hotel Trinacria, in whose collapse, according to early reports, nearly a hundred tourists were thought to have perished. Fortunately later dispatches contradict this rumor.

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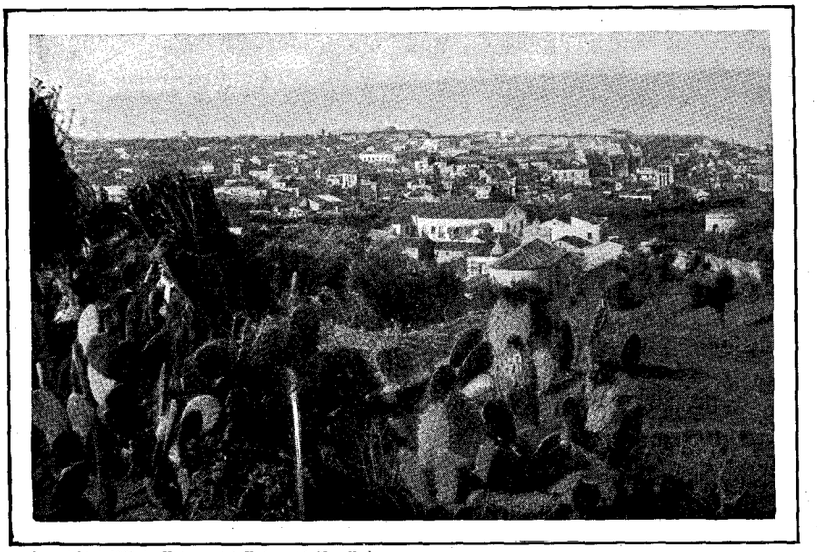

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REGGIO BEFORE THE EARTHQUAKE.

Its present aspect, according to a correspondent, is more than that of a city in ruins. "It seems like an infernal landscape, full of terrors and peopled by ghosts."

room for all who may be helped to a foothold upon the land, which none know better how to cultivate."

The following table showing the approximate loss of life in the great earthquakes of the past 200 years is of peculiar interest at this time. We reprint it from the New York *Tribune*:

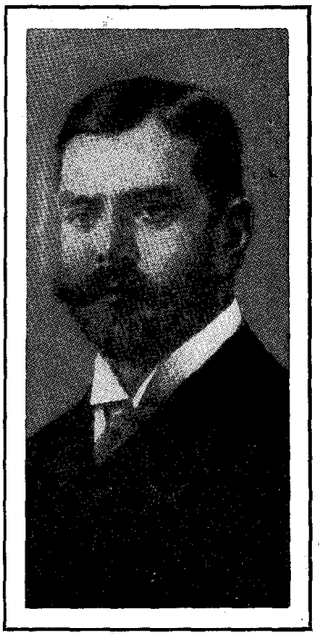
Year.	*Place.*	*Lives lost.*
1693	Sicily	60,000
1703	Yeddo, Japan	200,000
1731	Peking	100,000
1755	Lisbon	50,000
1783	Calabria	60,000
1797	Quito	40,000
1861	Peru and Ecuador	25,000
1883	Krakatoa	35,000
1896	Japan	26,000
1902	Martinique	25,000
1905	India	15,000
1906	San Francisco	500
1906	Valparaiso	1,000
1907	Kingston, Jamaica	1,500
1907	Turkestan	14,000

MAP OF THE STRICKEN REGION.

The earthquake which destroyed Messina and Reggio is said to have made unrecognizable the geography of the strait which lies between them. The volcanos Etna and Stromboli, altho showing slight activity immediately after the shock, are reported normal.

CONSERVING A CONTINENT

THOSE mutual interests which know no international boundaries are brought into high relief by the President's invitation to Canada and Mexico to join the United States in a continental "conservation conference" at Washington on February 18. This broadening of the movement which had its beginnings in the two national conferences of last year is hailed by the press as an act of constructive and far-seeing statesmanship. "Rivers, forests, and mines know no international boundaries, and man should not when he considers so important a matter as their proper care and development," comments the Cleveland *Plain Dealer*, which anticipates great ultimate results from the North American conference. President Roosevelt, it adds, "apparently intends to leave nothing undone that will impress upon history his vigorous assumption of the rôle of conservator of natural resources." Conferences of this character, says the Springfield *Republican*, can not fail to promote international unity of the widest sort, "for a sense of economic unity must arouse a sense of that unity which transcends political boundaries." Recalling the present fashion of our statesmen and publicists to urge upon the peoples of South America a recognition of their underlying unity of interests, the Washington *Post* remarks: "With great propriety the same advice can be urged upon the inhabitants of North America, and the proposed conference of February 18 next would go far toward materializing that advice." Another effect of the conference, as foreseen by the Chicago *Record-Herald*, will be "to arouse those in our national Congress who have obstructed some of the efforts to protect Eastern watersheds from complete devastation to a speedy realization of duty to their country and the continent of which it is a part."



ARTHUR S. CHENEY,

The United States Consul at Messina. He and his wife were killed in the fall of the American Consulate.

President Roosevelt's invitation was sent by letter, conveyed by a special envoy, to the Governor-General and the Premier of Canada and to the President of Mexico. Their governments are asked to send representatives to Washington to discuss with the National Conservation Commission and others the "mutual interests involved in the conservation of natural resources" and "the practicability of preparing a general plan adapted to promote the welfare of the nations concerned." The letters further explain that the objects sought are a "better knowledge of the natural resources of each nation on the part of the others" and "suggestions for concurrent action for the protection of mutual interests related to conservation." Ottawa dispatches state that the Canadian Government is prepared to cooperate heartily with the United States

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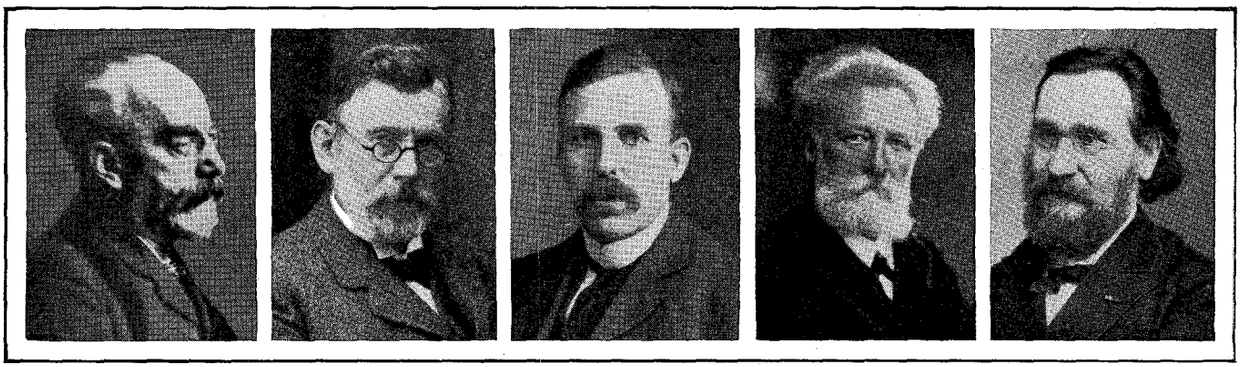

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PROF. GABRIEL LIPPMANN, Of the University of Paris. Prize for Physics.

DR. PAUL ERLICH, Of Berlin. Half the prize for Medicine.

PROF. ERNEST RUTHERFORD, Of Manchester, England. Prize for Chemistry.

PROF. RUDOLF EUCKEN, Of Jena. Prize for Literature.

PROF. ELIE METSCHNIKOFF, Of Paris. Half the prize for Medicine.

THE NOBEL PRIZE-WINNERS.

The Peace Prize was divided between M. K. V. Arnoldson, of Sweden, and Frederick Bajer, of Denmark.

in the proposed plan, which finds much favor with Earl Grey and Sir Wilfrid Laurier.

"We may pride ourselves," remarks the New York *Globe*, "upon this sort of an entangling alliance, this prospective triple *entente* for the protection of the natural resources of the North American continent." In the conservation of natural resources there is "nothing selfish, nationally competitive, or inimical to the interests of any other inhabitants of this planet," says the New York *Evening Mail*, while the Philadelphia *Public Ledger* points out that "without cooperation from Canada the protection of American forests may mean the earlier depletion of the Canadian timber reserves." Says the New York *Times*:

"So far as concerns waterways and forestation, with their relation to the saving of the fertility of the soil and the soil itself—really a very grave problem, involving the welfare of literally hundreds of millions of people within the next century—it is reasonable to expect that a system can be worked out that will be capable of application over the entire continent. If that can be carried out, it will obviously be of very great advantage in all the several parts of the continent, if for no other reason than that the industries and interests and modes of thought in every region will, by its operation, be practically the same. There will gradually grow up and become established a uniform and powerful public opinion, and better still, a public sentiment, that will sustain and advance the system.

"In the matter of these resources the custom of the people and the impulses and tendencies of the people have been directly and indirectly destructive, naturally and inevitably so. To change this destructive force into a preservative force, not merely by knowledge but by the actual creation of definite profit in conservation and use, will be one of the most tremendous examples of the influence of the human intellect upon the destinies of the race that the world has ever seen. In its effect upon the permanent and general well-being of future generations it will compare with the application of steam and electricity to the movement and to the productive industries of the human family. Certainly it is in scope and in importance a continental work."

That each country on the continent is more or less affected by what is done or not done in the others has had two important demonstrations in recent years, says the Brooklyn *Citizen*. To quote:

"One of these was pleasantly manifested in the agreement under which the United States was permitted to divert certain streams originating in the Rocky Mountains from their northerly course in Canada to the southward so that they could be made use of in the general scheme of irrigation in the Western States. The other was, for some, at least, on this side the Mexican border, a very unpleasant illustration of what may occur in both countries when action is taken on such an important matter in the other without the knowledge and consent of the other.

"The latter consisted in the result of the change of course of the great Colorado River so that the part of Mexico through which it flowed on its way to the Gulf of California, was deprived of whatever benefits its waters brought with them, until its course was restored; while on this side a great valley perhaps fifty miles long and ten to twenty wide was turned into a lake, the industries carried on there totally or partly destroyed, and the climate utterly changed, as the people there said, for the worse.

"The river was restored to its natural course several years ago at great expense, but the lake remains and will probably take years to dry up as it has no outlet."

Doubt is exprest by the New York *Journal of Commerce* whether the conference will have any practical result of the kind sought. Not to be impertinent, it thinks, the proposal should be accompanied by some plan of trade reciprocity which would be of mutual benefit. We read:

"It may be that Canada and Mexico will be imprest more directly than they otherwise would be with the desirability of adopting a policy of conservation for themselves, but just how the mutual interests of the three countries are to be promoted in this matter is not clear, so long as each maintains the policy of developing its resources and conserving them for its own benefit and restricting an interchange of benefits in trade. The attitude which our Government has maintained for forty years with reference to trade with its close neighbors is not favorable to reciprocal action in the use of their natural resources."

HOW ONE STATE FOILS THE LOAN-SHARK

A FEW weeks ago THE LITERARY DIGEST called attention to the efforts in New York and other cities to draw the teeth of the "loan-sharks," those money-lenders who advance sums at usurious rates against the assignment of the poor man's weekly salary. It was pointed out that publicity, together with the competition of honest loan organizations, would go far toward remedying the evil. Our attention has since been called to yet another method of dealing with the problem. The last session of the Massachusetts legislature, writes Mr. De Witt T. Cope, has dealt a body-blow to the loan-shark business in that State by the following enactments:

"No assignment of, or order for, wages to be earned in the future to secure a loan of less than two hundred dollars, shall be valid against an employer of the person making said assignment or order until said assignment or order is accepted in writing by the employer, and said assignment or order, and the acceptance of the same have been filed and recorded with the clerk of the city or town where the party making said assignment or order resides if

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a resident of the Commonwealth, or in which he is employed, if not a resident of the Commonwealth.

"No such assignment of, or order for, wages to be earned in the future shall be valid, when made by a married man, unless the written consent of his wife to the making of such assignment or order is attached thereto."

Thus in Massachusetts the validity of an assignment of future wages depends upon the written consent of the employer and the wife of the assigner. Commenting upon these safeguards Mr. Cope says:

"When it is remembered that the assignment of wages is the club which the loan-sharks hold constantly over the head of the victims, and when it is also remembered that in most establishments, the large ones at least, such as the Boston Elevated Railway, the assigning of his wages by an employee is cause for instant dismissal, it will be seen how the business in Massachusetts has practically had its fangs pulled.

"Another thing is also true. I think you will find, for every case of real need that is met by a resort to the loan-sharks, there are two instances where the man goes to them to obtain money for purposes outside of his household. This is pretty effectually prevented by the provision requiring the written consent of the wife."

A DEFENSE OF THE NAVAL BUREAUCRACY

IN our issue for December 12 we chronicled the fact that the press were practically unanimous in their indorsement of President Roosevelt's attack on the naval bureaucracy. Recently, however, several writers have come to the defense of the effectiveness of the bureau system, an editorial writer in *The Scientific American* being especially interesting. He quotes, before commenting, the part of President Roosevelt's annual message which attacked the present system, thus:

"There is literally no excuse whatever for continuing the present bureau organization of the Navy. The Secretary must be supreme, and he should have as his official advisers a body of *line officers* who should themselves have the power to pass upon and coordinate all the work and all the proposals of the several bureaus."

The Scientific American explains the fact that "line officer" in the parlance of the Navy means a sea-going officer, and describes the present organization of the system thus:

"Under the present organization the work of designing a battleship is entrusted to several separate bureaus, one of which is responsible for the steam machinery, another for the guns and armor, a third for the equipment, and the fourth, the Bureau of Construction, for the construction of the hull and the general design and arrangement of the ship as a whole. The final word as to the design at present rests in a Board of Construction, which is made up of the chiefs of the four bureaus above mentioned, and an additional officer from the sea-going branch of the service. The chiefs of the Bureaus of Equipment, Ordnance, and Machinery are sea-going officers, so that in the composition of the Board there are already four sea-going officers to one of the Construction Corps; and now even he is to be eliminated."

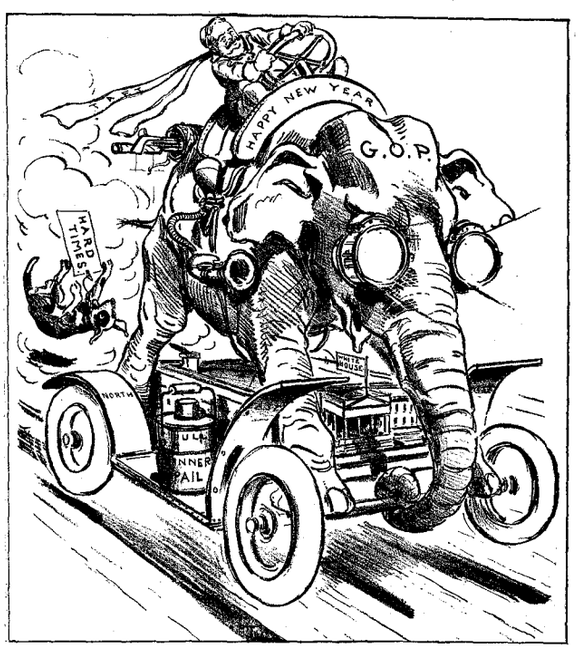
The duties of this officer, for whose continuance on the Board there is "literally no excuse whatever," are further described:

"Let us take a look at the duties of this gentleman. . . . . .

"The size of a battle-ship, as determined by the total weight, or displacement, is set by Congress. This displacement might be called the capital with which the bureaus have to work in getting out the ship. Each bureau naturally desires to make that part of the ship for which it is responsible as effective as possible. The Ordnance Bureau wishes to clothe the ship with the heaviest armor and mount the largest possible number of heavy guns. The Steam Engineering Bureau would like to make her the fastest battle-ship afloat. The Bureau of Equipment would wish to make the ship a record-breaker in respect of the amount of coal and stores she can carry, and in the variety and convenience of the various details of her equipment. Each of these departments will ask for a big slice out of that working capital of 16,000 or 20,000 tons which Congress has allowed.

"Now, it is evident that the final design of the ship must be the work of the Bureau of Construction; for upon this bureau falls the difficult task of harmonizing the various requisitions of the other bureaus upon the total displacement of the ship, so that when completed she shall not exceed the limit of weight as imposed by Congress. This is by far the most difficult problem connected with the design. In fact, it is the very essence of the design, and it calls for the widest range of technical knowledge and skill. . . . .

"Yet this is the very man whom President Roosevelt would exclude from that body of 'official advisers,' who are to 'have the power to pass upon and coordinate all the work and all the proposals of the several bureaus.'"



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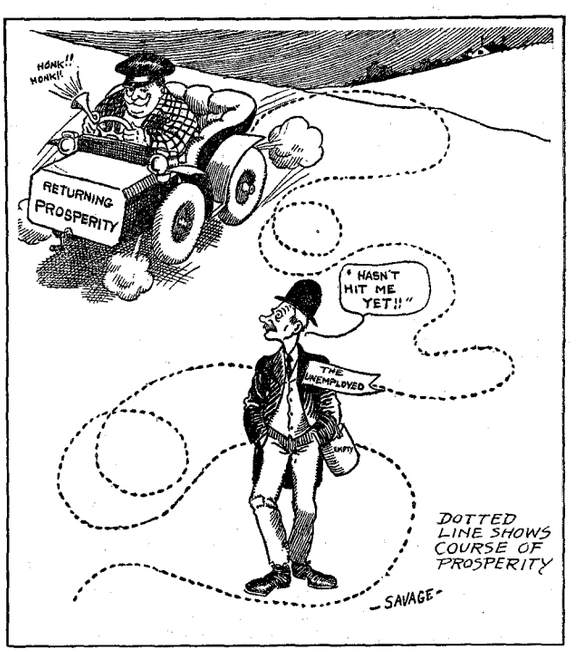
THE 1909 MODEL.

—Hamilton in *Judge*.



THERE'S NOT MUCH DANGER OF THE INNOCENT BYSTANDER GETTING STRUCK.

—Savage in the Chicago *Daily Socialist*.

WHAT'S COMING—FROM DIFFERENT VIEWPOINTS.

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TO CURE THE MOB EVIL

SOME pretty radical changes in our legal procedure are proposed by Mr. Duane Mowry in *The Central Law Journal* (St. Louis) to cure the epidemic of mob outbreaks that seems to be afflicting the country. "Scarcely a day passes," said Justice Brewer recently, "that the people of some community have not, as it is said, taken the law into their own hands." And the worst of it is, as Mr. Mowry reminds us, that after the mob has done its terrible work, "arrests are rarely made, convictions are next to impossible." Such desperate conditions, he believes, demand radical remedies, and he outlines his suggestions as follows:

"In the first place: The place of trial of those accused of the offense must be changed to some other part of the State than the county where it is charged the offense was committed. This is necessary in order to get a fair and impartial jury, fair and impartial alike to the State and the accused. . . . The right to change the place of trial should be vested in the State, and should be absolute.

"Second: To allow a change of place of trial would make necessary an amendment to the respective constitutions of the States. For the constitutions now provide that the accused is entitled to a speedy trial by a jury of his county.

"Third: A preponderance of credible evidence should be sufficient to convict members of a mob. Evidence which satisfies beyond a reasonable doubt should not be required. The rule of evidence should be changed in this regard.

"Fourth: Prosecuting attorneys are usually made by the electors of the respective counties. This fact serves, in many instances, and I personally believe, in most instances, to deter the State's attorney from vigorously prosecuting the mob. It seems wise, therefore, that the Governor and the Attorney-General should have the discretionary power to substitute another attorney to prosecute the mob, supplanting the local prosecutor with an attorney who would not be controlled by local sentiment and feeling.

"Fifth: In case the jury should acquit, the State should have the absolute right to have the case reviewed by the higher court before an absolute discharge of the prisoner or prisoners be entered. This is not a new suggestion, but is advocated by many able members of the bench and bar.

"These are confessedly radical changes in the existing criminal procedure of the land. But they are not too radical. The triumph of lawless force throughout the length and breadth of the land, a force that is unwhipt of justice, demands that these changes should be made. . . . . .

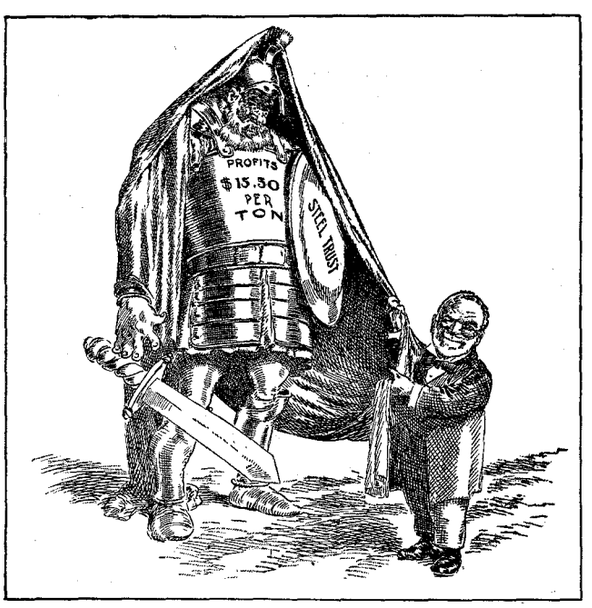
"Quite apart from the foregoing, and yet closely related to it, is the suggestion that compensation be accorded the legal heirs of the victim of the mob by the State or county which failed to give adequate protection against the mob. Several of the States (Illinois is one) have such a statute in force at the present time. It is a wise and eminently just provision. It can hardly fail of having a salutary influence."

LABOR COMMENT ON THE GOMPERS SENTENCE

ONE effect of the jail sentences passed by Justice Wright upon Samuel Gompers, John Mitchell, and Frank Morrison promises to be a drawing together of the different factions of the labor world. The sentences, remarks the New York *People*, organ of the Socialist Labor party, "attest for the first time in their lives that these gentlemen have not lived in vain." The highest officials of unionism, as recorded in last week's issue, were sentenced to jail for ignoring an injunction against publishing a boycott notice. Justice Wright's denunciation, asserts the Chicago *Daily Socialist*, was in reality directed against the principles of unionism. "It is the Employers' Association and not the law that is speaking through him," it declares. And Eugene Debs, who admits that he has had "no sympathy with the official attitude, views, and policies" of Gompers, Mitchell, and Morrison as labor leaders, proclaims that "in this fight, forgetting all else, I am with them, not half-heartedly, but as thoroughly in earnest as if they were my Socialist brothers." This jail sentence, he says, "is an attack not nearly so much upon them as it is upon organized labor and the working class." Writing in *The Appeal to Reason* (Girard, Kans.), he goes on to say:

"Justice Wright's review of the case, his argument and summing up are without flaw, his decision absolutely correct, and his sentence reasonable and just, FROM THE CAPITALIST POINT OF VIEW. From the labor point of view it is the precise opposite and is nothing less than an exhibition of supreme judicial despotism which outrages every workingman who has intelligence and self-respect enough to know when he is outraged. . . . . .

"All through the decision 'handed down' by Justice Wright labor is treated as a commodity and in this the court is entirely logical, and so far as those who regard labor as a commodity are concerned



REVEALED.
—Macauley in the New York *World*.

IT MAY HURT A LEETLE, SAMUEL, BUT I THINK YE ORTER HAVE IT PULLED!
—Donahey in the Cleveland *Plain Dealer*.

MR. CARNEGIE'S NEW RÔLES.

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UNCLE SAM—"There's no need of getting excited, Theodore, there's nothing in it." —Harding in the Brooklyn *Eagle*.

JOSHUA OUTDONE.
—McCutcheon in the Chicago *Tribune*.

MAKING THE MUD FLY.

and treat it accordingly, there is no valid reason for objection and no good ground for complaint.

"But labor is not a commodity, but life, human life, with a soul in it, and as sacred as the God who created it, and that is why Justice Wright's decision is heartless and infamous; and if Gompers, Mitchell, and Morrison are in contempt of his capitalist court—and if they are not they ought to be—his court is in an infinitely larger degree in contempt of enlightened human conscience. . . . .

"When Moyer, Haywood, and Pettibone were kidnaped *The Appeal to Reason* and other Socialist papers took the lead in the fight to rescue them because they had been attacked for serving labor, and the same is true in this instance of Gompers, Mitchell, and Morrison, and every Socialist and labor paper and every Socialist, trade-unionist, and workingman, and every sympathizer with labor, should make this fight his own and raise such a storm of protest that even capitalist courts will be given to understand that labor is not a commodity to be treated as hair, hides, and tallow, and that it will no longer stand for outrageous court decisions jailing its officials for the meek and humble offense of serving notice that it will not patronize its enemies."

Federal judges, he goes on to say, are extremely jealous of the sacred rights of capitalist "property" but supremely indifferent to working-class life. Thus:

"The boycott by labor is punished with a jail sentence, but the black list by capital, under which a workingman is driven to suicide and his wife and children to starvation, is no infraction of law or equity, as administered by corporation judges, and no capitalist has ever been so much as fined saying nothing of being sent to prison for that infamous crime."

Whether Judge Wright's decision is allowed to stand, says Mr. Debs, "depends entirely upon the working class." "Judge Wright to the contrary notwithstanding, Mr. Gompers is not a law-breaker," asserts the San Francisco *Labor Clarion*, which goes on to say:

"Public attention having been called to the importance of the injunction question, it is well to state that trade-unionists have no objection to injunctions as they relate to property rights, but emphatically object to the enlargement of the equity power to include man as so much property. The right of the individual to labor, or not to labor, to buy, or not to buy, is naturally considered part of his being, and not bound by the limitations of a judge. Likewise the individual has determined views on the propriety of interfering with speech or press, for these are certainly not 'property rights.'"

GRAFT IN PITTSBURG

TERRIFYING, declares Mayor Guthrie, of Pittsburg, is the extent to which graft and insidious corruption of all sorts have undermined the government of our great cities—a process which if not checked "will spread from the cities to the States and thence to the nation, and the peril of the future will be not of violence from without, but of corruption within." The recent shifting of the municipal-scandal center from San Francisco to Pitts-

UNCLE SAM—"Tarnation! What next?"
—Morris in the Spokane *Spokesman-Review*.

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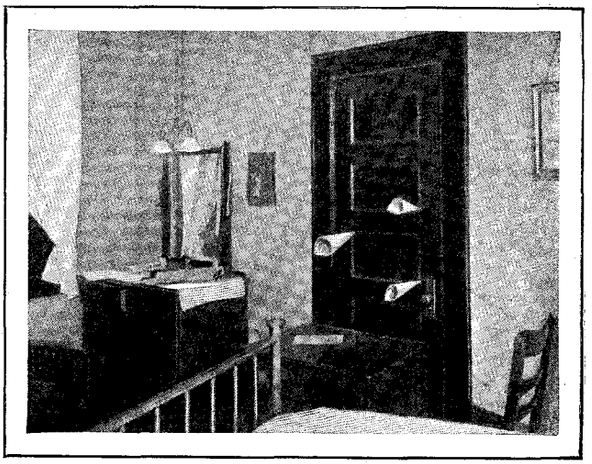
burg gives special pertinence to the words of Mayor Guthrie, who was recently informed by a detective that there were only six incorruptible men in his City Council—the rest being "for sale at prices ranging from $5 upward." An interesting side-light is thrown upon the Pittsburg graft situation by the "Pittsburg Survey," the published report of an exhaustive investigation carried out under the auspices of the Charities Publication Committee. In that part of the report dealing with Pittsburg's growth, and signed by Robert Woods, we read:

"Few cities have had a greater degree of political-machine control, and the prime sources of this corruption have been nowhere else than among the Scotch-Irish. Ever since the days of Simon Cameron a clan-like political organization has dominated the State of Pennsylvania; and the city of Pittsburg has been only a less important headquarters for its operations than Philadelphia. The condition of politics in Pennsylvania has led many to think that the people of the State were characterized by a generally lax moral sense. On the contrary, and in Pittsburg particularly, this situation is because of a too intense and therefore too restricted ethical motive. The passage and enforcement of certain types of legislation having an immediate and obvious ethical bearing satisfies this restricted ethical demand, and sidetracks tendencies which might check the indirect causes of great underlying demoralization. A long list of charities each year receives substantial appropriations from the legislature. The 20,000 earnest and influential people in Pennsylvania who are members of managing boards of philanthropic institutions receiving State subsidies are by the same token so much less inclined and less able to be alert and watchful against such matters as the theft of millions from the State treasury and from banks which carry State accounts.

"The difficulty with Pennsylvania, and emphatically with Pittsburg, is not degeneracy; it is simply moral adolescence, and the confusion that inevitably accompanies it. The materialism of Pittsburg is that of the overwrought, not of the overindulgent. No one can study the life of the city without feeling a mighty undercurrent of moral capacity not yet in any sufficient degree brought to the surface. Its religion cultivates definite restraints and reassurances, rather than aspiration and moral enterprise.



HOW EVIDENCE AGAINST ACCUSED COUNCILMEN WAS SECURED AT THE FORT PITT HOTEL.

By the help of these paper cones a stenographer in this room recorded the conversations which were carried on by arrangement on the other side of the door.

This is, however, always the case when a community's moral powers are absorbed in the subduing of nature and the achieving of a great material destiny. The spirit of adventure in Pittsburg has been thus far economic. The moral movement of this people in any case is slow; but it is unyielding always, and once fully aroused knows how to be irresistible."

TOPICS IN BRIEF

ANY one in doubt as to what he is should ask the president.—*Chicago News.*

NEW-YORK gamblers are wondering how people earn an honest living.—*Chicago News.*

WHAT the Democratic party needs is more initiative and less referendum.—*Florida Times-Union.*

JUDGING from the messages the *Outlook's* editorials will fill the entire paper.—*New York American.*

Africa will offer great opportunities for the increasing of the membership of the Liars' Club.

—Walker of the International Cartoon Syndicate.

IF the Kaiser is really hard up, why doesn't he get into the dollar-a-word class?—*New York American.*

THE agreement of the United States with Japan is that Japan shall be good.—*Charleston News and Courier.*

PERHAPS the African jungle is one of the few places where Teddy wouldn't like to be lionized.—*Atlanta Georgian.*

YOU can lead a Standard-Oil magnate to the witness-stand, but you can't make him remember.—*New York Post.*

ANOTHER way out of it would be for Congress to offer Mr. Roosevelt a dollar a word to keep still.—*Washington Post.*

THE Czar will not purchase the Wright aeroplane on account of the revolutions of its propeller.—*New York Post.*

OF course Congress wants to pick its weapons carefully. It might hit the President with a boomerang.—*Cleveland Plain-Dealer.*

WE believe that Mr. Roosevelt is by temperament and practise eminently qualified to tell hunting stories.—*Columbia (S. C.) State.*

BATTLING NELSON wants to be a Chicago councilman. Nearly all pugilists take the downward path.—*Memphis Commercial Appeal.*

THAT clergyman who thinks New York will be a pagan city twenty years from now is just twenty years behindhand.—*Washington Post.*

SCIENTISTS say that camels originated in America, which serves to explain how they happened to get a hump on themselves.—*Chicago News.*

PERSIAN revolutionists have condemned the shah to death. This will probably worry the shah some if he ever finds it out.—*Grand Rapids Press.*

IN the duel to which the Congressmen have challenged the President, it seems that every one of them would prefer to be a second.—*New York American.*

THE Sargasso Sea is missing. As a clue for the police, it might be mentioned that Castro recently passed that way on his trip to Europe.—*Washington Post.*

A COMIC song by Wagner has just been published for the first time. Many believe that he wrote a lot of such, but forgot to label 'em.—*Cleveland Leader.*

ONE way to get ahead of the alleged world-wide powder trust would be for the nations of the earth to form a trust and agree not to burn any powder.—*New York Mail.*

THE English Society for Psychical Research has discovered that the soul weighs two ounces. We know men whose souls could turn a double somersault on the point of a pin and never be in danger of falling off.—*Memphis Commercial Appeal.*

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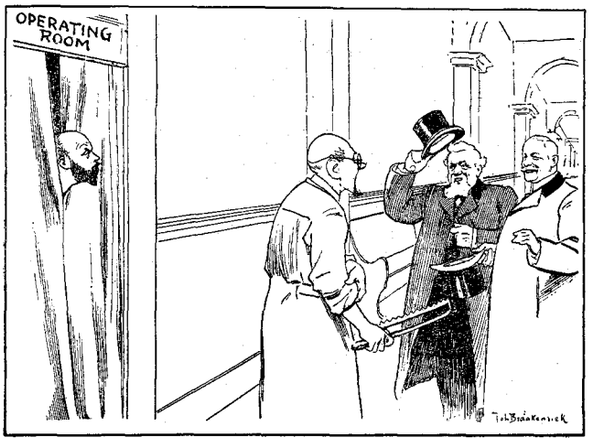
CASTRO'S EUROPEAN ANTICS

PRESIDENT CASTRO, "the Napoleon of the Andes" as he is styled by a sarcastic writer in the *Journal des Débats* (Paris), made his trip to Europe apparently with the same motive as that which urged General Boulanger to prance through the streets of Paris on a long-tailed black horse. He has been parading around Europe in a curious costume that includes a pair of carpet



A SICK VISIT TO CASTRO.

FALLIERES AND BUELOW.—"Don't be too rough on the patient, doctor; perhaps it would be sufficient just to amputate his tongue."

—*Amsterdammer*.

slippers and a cloth cap, and the general feeling seems to be that if he is content to pose as a private individual he will be endured, but if he tries to assume a political character he will find Europe an uncomfortable place. According to *The Westminster Gazette* (London) he was politely and informally advised to leave Paris, and the *Débats* remarks:

"If he goes back to America he will have to choose a different route. Public opinion would not put up with a second performance of the comedy which has just been enacted by this Napoleon of the Andes."

A correspondent of *The Standard* (London) has little to say about "'General' Castro, the picturesque and pugnacious President of Venezuela," excepting to chronicle the clothing of the man "who sets all Europe at defiance." To quote this writer's words:

"I could not help noticing the dark silk muffler passed round the President's neck. I also noticed the monster diamond, set in a clumsy ring, worn on one of the right fingers. There was also a very long, very heavy, gold watch-chain, fastened to a leather belt. Attached to it was a bulky, heart-shaped charm. The chain reached nearly to the knees.

"The South-American President again wore the carpet slippers and cloth cap which were so much remarked on his arrival."

That is all the impression made in Paris by this comic-opera hero.

From Paris he passed to Berlin. The London *Times* notes his arrival there and remarks editorially:

"The Venezuelan patriot and statesman, who, not long ago, intimated with much affability that he was prepared graciously to receive any advances that M. Fallières might make to him, must have been disappointed by the conduct of the 'barbarians of Europe.' He listened to their decision in a silence which was as prudent as it was dignified, and presently he sent word to the Quai d'Orsay, by one of the doctors in his suite, that it was his purpose forthwith to leave the Republic for Germany. The French public appear to be relieved by his resolve. A leading journal goes so far as to say that, if he returns to the land which he has ruled and adorned, he must not again pass through France. . . . Germany has been insulted and outraged by him as well as most other civilized countries, and she is, moreover, aware that Washington has long ceased to regard him with favor. He has, indeed, been at pains to show by his acts, as well as by his words, that he classes the barbarians of 'the other America' with those of Europe. Germany will, of course, afford him the fullest opportunity for undergoing surgical treatment. . . . But it seems doubtful whether his past career will have endeared him either to ministers or to the public."

It may be that Castro considers Europe to be at present a healthier place for him than Venezuela. To a representative of the *Temps* he remarked, "My first concern is my health. I am going to Berlin to be medically examined." The Paris *Matin*, on the other hand, reports that on being asked whether he was going to Berlin to undergo an operation, he replied, with a laugh, "I am as well as you are."—*Translations made for* THE LITERARY DIGEST.

GERMAN OPINION OF MR. STEAD

AS Mr. Stead has addrest an "Open Letter" to the German people, it is at least interesting to know how the German people take it. Perhaps this open letter was also addrest to the gallery of the English people, for it appears to have been published in English and printed in the London *Review of Reviews*. It is a long letter and treats of the Emperor William, the Boer War, and certain utterances and letters of his Majesty, and seems to ask the question, "How do you like this? How do you like that? What are you going to do about it?" As Michel is perhaps not likely to give his nights and his days to the study of Mr. Stead's lucubrations we must come to the conclusion that "the German People" to whom it is addrest do not think about it at all. But to turn to what seems to be the most personal and most important passage of this daring and extraordinary piece of journalistic literature, for so the *Koelnische Zeitung* in so many words calls it, we may quote the following:

"Can we in England feel that on questions of foreign policy we have to count with your friendly, stable, peace-loving sixty-five

DOWN ON THEIR LUCK.

KAISER WILLIAM (to the little Emperor of China).—"There's not much in our line of business any more."

—*Pasquino* (Turin).

millions, or solely with the brilliant but erratic Emperor? Are we to regard the carefully prepared little comedy of the Emperor's speech the other day, when he took the manuscript of his speech from the Chancellor and returned it to him when he had rehearsed his lesson, as a symbol of the future relations of the sovereign and

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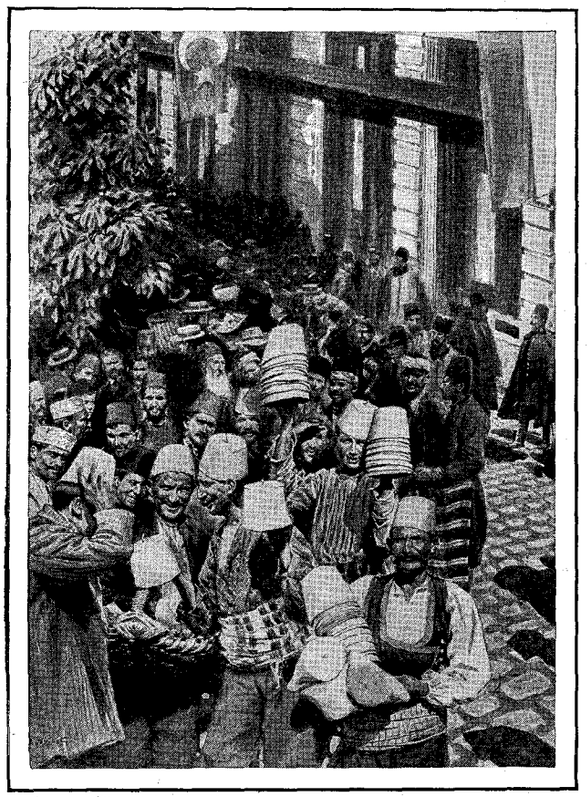
the nation? I wish that I could so regard it. But we have in English a homely rime which says:

> The Devil was sick, the Devil a monk would be;
> The Devil was well, the Devil a monk was he.

"I do not propose to say a word as to the internal organization of the German Empire upon the question of constitutional guaranties, etc., etc., for upon such matters the friendliest comments of the most sympathetic outsider are apt to be resented. But no one can resent a suggestion which is put forward with a view to avert the danger of a sudden appeal to arms which may at any moment arise on a pretext of offended honor.

"What I would in all seriousness venture to urge upon your consideration is that if the peoples of the world are to be delivered from the dread nightmare of a sudden outbreak of hostilities arising out of the offended honor of their rulers, precautions ought to be taken to secure the nations adequate time for examination and reflection before the first shot is fired."



From the "Illustrated London News."

TURKEY'S COMMERCIAL WAR ON AUSTRIA.

As the red fez is made in Austria the Turks are discarding it and wearing the home-made white fez. The illustration shows a demonstration outside one of the biggest Austrian shops in Constantinople. The establishment was turned into a French company recently, but not even the display of the French and Turkish flags was sufficient to ward off the boycott. In the foreground are men selling white fezzes.

The *Koelnische Zeitung* appears to be the only German organ of weight and importance which notices this "Open Letter to the German People," and the *Koelnische Zeitung* represents not the people, but the bureaucracy. It counts Mr. Stead as among the class of people who rush in where angels fear to tread, and remarks in an article under the English title "Hands Off!":

"While in the Germany of to-day a declaration of war by Germany is not possible without the consent of the German people, and while, in accordance with the terms of the Constitution, war can not be declared without consultation with, followed by the formal agreement of the Federal Council, yet, as these are matters of domestic policy, outsiders have nothing whatever to do with them. We are astounded to see Mr. Stead intruding himself into this reserved and private ground of politics. The article in *The Review of Reviews* seems to us to be no more and no less than a piece of impertinence."—*Translation made for* THE LITERARY DIGEST.

PREDICTING A BALKAN WAR

TWO points are specially to be observed in the present situation in the Balkans—Austria is thoroughly hated by the lesser nationalities, and as she has wronged and robbed Turkey, she is likely to find herself involved in a struggle with the forces of all those nationalities plus the army of Turkey. That such a war is likely to come is the opinion of "Viator," a writer in *The Fortnightly Review* (London) who has traveled the length and breadth of the Balkan Peninsula and testifies both to the hatred of the Slavs for the "Schwabs," as they nickname the Austrians, and also to the belief of the Slavs that Austria is bent on pushing her way to Salonica. On this point "Viator" writes:

"The tale, in which all—Christian, Moslem, priest, schoolmaster, tradesman—agreed, was that Austria was working day and night to make an excuse for advancing. 'Then, unless Europe intervenes, we are lost. As soon as the railway to Uvac is finished she will be ready. Austria never advances except by underhand diplomacy. Why did Austria undertake reforms for Macedonia and select the northern part as her sphere? Because she will allow *no* peace to be established there. She intends to be compelled to occupy it in order to make peace.'"

If Montenegro and Servia have been loud in their clamors against Austria, there have been "curses not loud, but deep" heard in other quarters. Even Turkey, amid the triumph of her new Parliament and the successful achievement of her constitution, has spoken in tones quiet but firm. We find a very instructive interview between Achmed Riza, a leading member of the Young Turk party, and a representative of the Vienna *Neue Freie Presse.* Achmed speaks calmly, but never budges from the position that the oldest European friend of Turkey has betrayed her, and amends must be made. After the Turk has repeated over and over again that his country must be righted, the interviewer blandly inquires:

"But don't you think, Achmed Riza Bey, that instead of indulging in these recriminations it would be better to discuss some means of getting over this difficulty?"

To which the Turkish statesman sternly replies:

"Austria can only prove her generosity of intention by acknowledging her error. That would be the noblest course to take. Austria-Hungary has deeply injured us. It is incumbent upon Austria to show her magnanimity by presenting a solution of the difficulty which would satisfy all parties. If Austria could come to an understanding with Turkey, she would secure the whole of that great territory as a field of commerce. The countries she has annexed are of slight value in comparison with this advantage. One way of repairing the wrong would be to give Bosnia and Herzegovina complete autonomy."

The military correspondent of *The Westminster Gazette* (London) seriously discusses a war between Austria and Turkey in alliance with the Slavs of the Peninsula. He goes so far as to calculate how many men the parties to such a struggle could put into the field. He thus concludes:

"Assuming the allies to dispose in Servia 200,000 Servians, 200,000 Turks, 20,000 Montenegrins, and perhaps another 20,000 miscellaneous guerillas, not less than 500,000 Austrians would be required to fight the necessary battles and hold the territory occupied.

"Having regard to the above figures, it is clearly apparent that an Austro-Balkan war must be one of almost first-class magnitude, involving in any case great expenditure of men and money. Whether Baron Aehrenthal has been wilfully blind to facts, or has erred through ignorance, it seems scarcely possible that he can now fail to regret having pursued his policy by high-handed methods. Had a round sum of money been in the first place offered to Turkey as the price of Bosnia and Herzegovina, it is highly probable that the long-standing occupation of those provinces might readily have been converted by such peaceable means into permanent possession. But in existing conditions it seems fairly certain that only after a victorious war can Austria hope to gain her ends."

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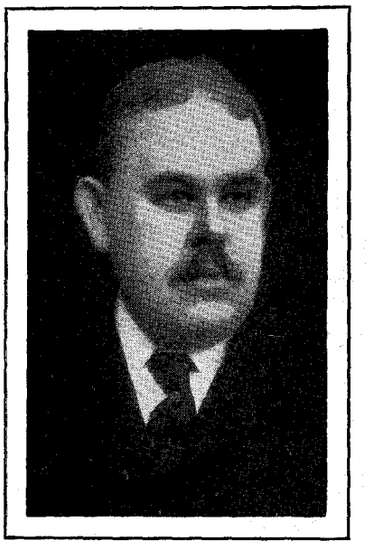
THE HUMAN CAUSE OF EFFICIENCY

THIS is an age of machinery, and we are apt to think, when one concern is more efficient than another, that we must look for the cause in improved machines. We are told, however, by Walter M. McFarland, writing in *The Engineering Magazine* (New York, December), that the basic cause of increased efficiency is now, as it always was, improvement in men and not in machines. The advent of machinery, has, indeed, made the human part of the problem a little more difficult, but it has not essentially altered it. Says Mr. McFarland:



WALTER M. MCFARLAND.

There is a mistaken tendency, he says, to assume that the human beings in our industrial system are mere machines.

"In the early days of hand workmanship, men were either their own masters or, at least, worked in small groups where they were thoroughly under the master's eye, so that questions of organization did not enter. The advent of the steam-engine, and following it the growth of the factory system, changed the problem of craftsmanship almost completely and in a way to make the questions of organization and discipline somewhat analogous to those obtaining in military organizations. When the factories were still small and the masters could be personally acquainted with every man, so that there was a personal touch, there was still something of pride on the part of all decent workmen in rendering an adequate return for the wage received; but with the development into the huge establishments of recent years this personal touch has been entirely lost, and it is an undoubted fact that there has been a tendency on the part of the men to render less than an adequate return for their wage.

"Two methods are always open in handling large bodies of men—by leading or by driving. With work that requires no particular skill and mere brute strength, the method of driving may succeed moderately; this was the method, in both ancient and modern times, of handling slaves. Where the skill of the workmen is involved, however, driving is practically out of the question. Something can be accomplished, but there is almost sure to be a reduction in quality of product. We then come to exactly what was found two thousand years ago in the military organization—that to get zealous and efficient work, an adequate reward must be offered.

"It can hardly be asserted with confidence that in industrial lines the perfect system of reward has yet been discovered—that is, one which, while perfectly just in theory to master and man, is accepted cheerfully by both. Piece-work seemed very promising (and it certainly is just) but in one way it did even more than was expected. It proved almost always that the men had produced so much less than was easily possible that the masters would have been more than human if they had not cut the piece-work rate, and, of course, the result was strikes and other troubles. Then came the premium system, which seemed to be entirely fair to both masters and men; but the labor organizations are against this because they claim that it leads men to produce too much, thereby throwing many out of employment. Others, like Mr. F. W. Taylor and his followers, have shown very admirably how a proper bonus system would produce the proper results, altho this would doubtless be opposed by the labor agitators. There can be no doubt whatever that all of these systems have shown very thoroughly that they do offer an adequate reward to men who are willing to be fair, and that, as a result, the efficiency of work and of the plants is enormously increased. It will, of course, be understood that it is assumed that the other essentials of success—proper organization, modern labor-saving methods, etc., are to go along with the factor specially affecting the *personnel*—but I believe that the human factor is vastly the more important."

The writer illustrates his point by reference to the history of the United States Navy for forty years past. He believes that it shows the direct dependence of every increase in efficiency on the improvement of the men by stimulation of their interest in some way. He ends by saying:

"I assume that it will not be supposed, because I do not discuss other vital elements to efficiency, such as proper organization, thorough discipline, specialization, etc., that I underrate them, but it has seemed to me that in many of the schemes which are put forward for increased efficiency there is too great a tendency to assume that the human beings who have to carry them out are machines. This mistake is akin to that which is so often made where it is believed that an evil can be cured by simply passing a law against it, forgetting that public opinion must be back of the law.

"In these days, some branches of business, notably advertising and selling, are showing a firm belief in the truth of Pope's saying, 'The proper study of mankind is man,' with splendid results. They aim to show a man that it is to his interest to buy. What we have to do in production is to show the men that it is to their interest to produce with the highest efficiency. The most practical way to do this—is it not indeed the only way?—is to provide an adequate reward. The rare men who are sure to rise to higher positions are naturally satisfied with this as their reward; but the vast majority can not hope to rise higher than skilled artificers.

"These men have exactly the same human nature as the executives of the establishment, and what causes the executives to be efficient will certainly have the same effect upon the workmen—and this is adequate reward for the highest efficiency."

A LIVING HYPODERMIC SYRINGE

THAT rheumatism may be relieved by injections of bee-poison, administered by the bees themselves through the instruments provided by nature for that purpose, has long been known, altho not many physicians have been radical enough to use the method in their current practise. A recent inquiry into the origin of this odd "bee-cure" and its actual results, confirms the popular tradition of its efficacy. Says Dr. A. Cartaz, writing in *La Nature* (Paris):

"It is a popular belief, in many parts of France and other countries, that the stings of bees constitute a sovereign remedy against rheumatism of the joints. This belief, which, as we shall see, is justified by authentic facts, probably arose from some accident. A bee-keeper, or a simple peasant, may have been stung by a bee and have noted the disappearance of a rheumatic pain of long standing. Such was the case of Mr. De Gasparin as reported by Dr. Desjardins, fifty years ago, in *L'Union Médicale*. A rheumatic affection of the joints had caused him continued suffering, and he had in vain used the waters of Aix and St. Laurent, when he was one day stung seriously by a wasp in his right wrist. The arm, which had been very painful, swelled at once, but the pain, at the same time, diappeared. Seeing this happy result, the victim caused himself voluntarily to be stung on other parts of the body, and the rheumatism was cured.

"It would be difficult to ascertain at what epoch this new treatment took its place as an acknowledged method; bee-culture dates back to the earliest times, and it is probable that the accident just described happened in other circumstances. A professor in Oxford University, Dr. Ainley Walker, has for some months past been investigating this subject, and the data that he has gathered from physicians and patients indicate clearly that the poison of bees has a quieting action on rheumatic pains. . . . Besides precise

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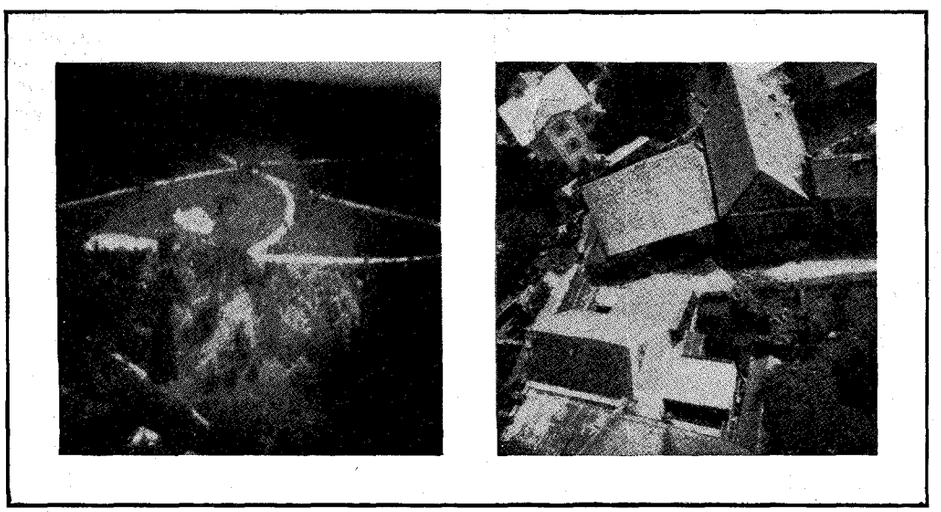
facts, Dr. Walker has numerous indications from hearsay evidence. Physicians report that the belief is wide-spread in the United States and in Cornwall, Shropshire, and other English counties. . . . The French and English journals of apiculture have also published numerous examples."

Precise evidence on this matter has also been furnished by Dr. Téré, a practising physician of Marburg, in Styria. In 1888 he published a very clear series of observations on the effects of this treatment. Since that time he has continued to treat numerous patients by this method, and the number of his cases is now above seven hundred. The writer says of his observations:

"According to Dr. Téré, the pain due to the sting is often severe, but if the precaution is taken to withdraw the sting from the wound, it soon disappears. In three or four hours the irritant effect gives place to a swelling which extends around the sting. . . . After a series of three or four operations, the patient acquires a real immunity, which persists about six months, and prevents irritation or swelling at subsequent inoculations. This immunity has been remarked by all bee-keepers. . . . For rheumatic patients a series of stings is necessary to cause immunity. Sometimes a single treatment is enough; with one patient treated at Marburg eight stings effected an immediate cure. . . . Generally, however, and especially in old cases, there must be hundreds. . . . .



THE LATE EMPEROR FREDERICK'S PARK. VIEW MAGNIFIED, TAKEN BY CARRIER-PIGEON.

This place, inaccessible to the public, was photographed by a pigeon.

WORK OF FEATHERED PHOTOGRAPHERS.

"It would be interesting to determine the curative agent in bees' stings. Is it the active principle discovered by Phisalix? Is it simply the formic acid that the liquid contains? Dr. Lamarche believes that this latter hypothesis is correct, and he has supported his view by injecting patients with formic acid hypodermically. A woman attacked with acute rheumatism of the shoulder, which prevented the slightest movement, was cured in two sittings by injections of one grain of formic acid.

"Professor Walker would be inclined to agree with this opinion if it had been thoroughly demonstrated, as some of his correspondents assert, that after the absorption of formiates or of formic acid, they had seen painful and deep-seated rheumatism disappear. I think that the cure is rather due to the introduction, in successive and continued doses, of a special toxin contained in the bee-poison, which neutralizes the infectious toxins that are the cause of the rheumatismal process.

"Whatever may be the interpretation of the facts, it is certain, at any rate, that bee-stings have in certain cases (we may not venture to say all, altho this is Dr. Téré's conviction) given decisive curative results, when ordinary treatment has given no relief. It must also be said that the stings of these insects have sometimes occasioned serious injury, . . . but in the case of so serious a malady, which resists so many curative agents, external or internal, we can afford to run some risks, taking the precaution not to apply the remedy except under expert advice."—*Translation made for* THE LITERARY DIGEST.

PIGEONS AS PHOTOGRAPHERS

PHOTOGRAPHS have been successfully taken in Germany with cameras fastened to carrier-pigeons. The use of birds for this purpose, we are told by Dr. Alfred Gradenwitz in *The Technical World Magazine* (Chicago, January), originated with a Cronberg apothecary, Dr. Neubronner, who for years has trained pigeons to carry packages of considerable weight to and from his shop. Dr. Neubronner finds that a pigeon can carry a weight of 75 grains, and if this be attached to its back, where the bird is strongest, can transport it quite easily to distances of 60 to 90 miles. Dr. Gradenwitz tells us:

"Now it so happened that a pigeon that used to be quite punctual, remained fully a month on its way, so that the question arose as to where it might have stayed in the mean time. In order to decide this, it occurred to Dr. Neubronner that he might attach to his pigeon a small photographic camera, allowing some distinct views to be taken during a flight of about 20 meters a second.

"After testing this camera from an express train, Dr. Neubronner proceeded to perform his first experiments on carrier-pigeons as photographers, and the first pictures, which were two by two centimeters in size, were considered quite satisfactory as preliminary results. As the inventor soon realized the scope of this idea, he ordered from a good mechanic a larger camera with a better objective and films of four by four centimeters, with a view to further improving those views. This camera having been fixt to the pigeon's breast with a thin board of hard wood, was kept in position on the back of the bird by means of straps. A small india-rubber ball, allowing the air slowly to escape, would effect the instantaneous opening of the shutter in due time. As the air issued from the ball the latter collapsed more and more, while disengaging the shutter at regular intervals, which were readily predetermined. Dr. Neubronner was thus able to secure eight consecutive views, but the capacity of the apparatus is likely to be increased up to 30 views, so that, with intervals of half a minute, a distance of 15 kilometers could be covered nearly continuously. As a pigeon is able to transport 75 grains to a distance ten times as great, no essential difficulties will be met with in carrying this idea out in practise. It is interesting that the German patent office, owing to the prevalent erroneous views as to the small carrying capacity of pigeons, should at first have been rather skeptical in regard to Dr. Neubronner's invention, granting the patent only after being satisfied of his claims by the demonstration of some photographic records actually taken by pigeons."

This process would seem to be specially adapted to taking photographic records from a bird's-eye perspective, and the German War Department soon became interested. Dr. Neubronner was entrusted with the taking of views from two kilometers distance of the Tegel Water Works, which are quite similar to a fortress. Being unable to use any local dove-cote, he built the transportable cote shown in one of the photographs. A dark room on the car allowed the pictures taken to be developed immediately. The pigeon during its ascent is able to see to 20 miles distance. We read further:

"On the occasion of a lecture recently delivered at Cronberg, Dr. Neubronner exhibited a carrier-pigeon equipped with his apparatus, as illustrated herewith, as well as some pigeon pictures magnified on a screen. Special interest was aroused in some views

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taken of the park in Friedrichshof Castle, accessible to nobody, which strikingly demonstrated the possibility of using carrier pigeons for obtaining pictures of beleaguered forts.

"The invention and practical use of dirigible air-ships, so far from reducing the utility of this ingenious process, would seem to increase its possibilities. Air-ships would, in fact, allow a number of carrier-pigeons to be launched from considerable height behind the front of the enemy on the positions of the latter, and as these pigeons would take their views from a moderate height, the balloon would not require to be taken to the various positions necessitated by the photographic work, but could permanently remain at considerable height, thus being relatively safe against the projectiles of the enemy. Those two inventions would thus serve to supplement one another."

Our illustrations are from *The Illustrated London News*.

HOW BEAUTY DEPENDS ON THE TEETH

MOST people will readily agree that no one can be beautiful without good teeth; but it is not generally realized that the teeth affect the appearance of the face in many ways beside their own color and arrangement. We are told by Dr. H. B. Mitchell, of Elmira, N. Y., writing in *Dental Cosmos*, that in order to insure beauty and symmetry in the face, the teeth must be maintained in normal position and condition, and that this often means constant attention in early childhood. Says Dr. Mitchell:

"Your child breathes through his mouth, and his teeth are not in normal occlusion [do not shut together properly]. You are aware of these conditions and still you allow this perversion of functions to exist until the child grows to be 12 years of age, if he lives long enough, and then you awake to the realization of the fact that something is wrong. Nature has spent more than half of the time allotted to her for developing the osseous structure of the child's face, and then you expect to readjust this organism to render it serviceable with the aid of your mechanical ability!

"You regulate the teeth, extract two or three, and tho you somewhat reduce the deformity and gruesome expression of the face you are dissatisfied with the result, because nature's architectural plan has been spoiled—the features do not harmonize with the rest of the head, and the balance is imperfect.

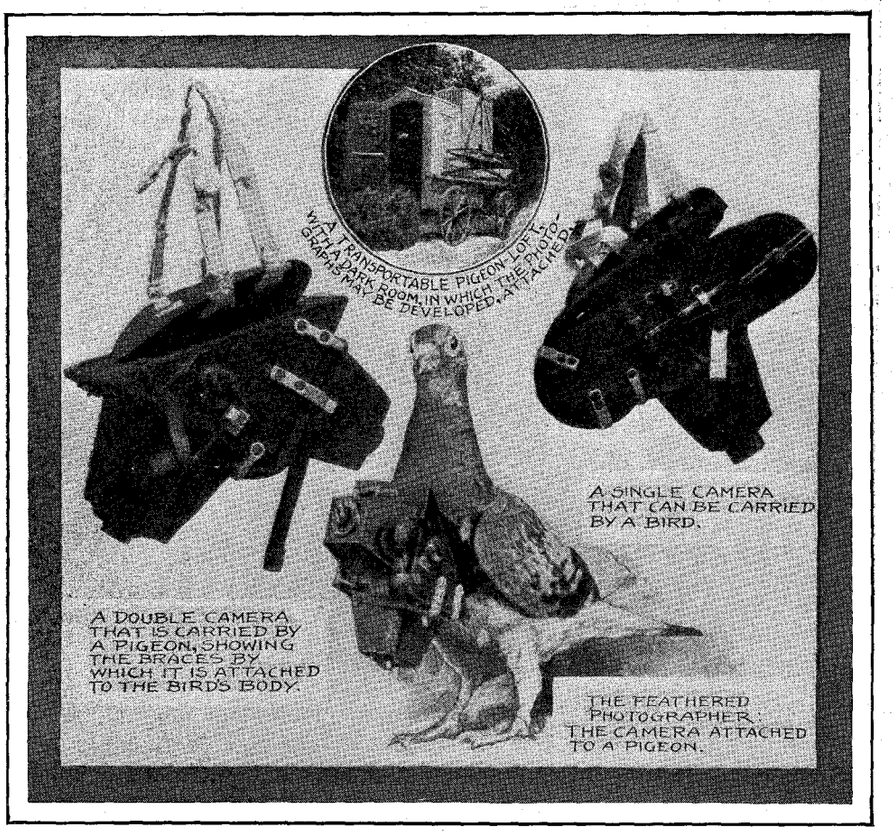
"If you would but study the growth of the facial bones of your child and understand the forces which produce this development, you could not help appreciating the necessity of assisting nature at an early date by bringing these forces into their proper influence. Remove the obstructions from the nose of your child in his fourth year or earlier; see that the faucial tonsils are not abnormally large, and study the normal occlusion of the inclined planes of the deciduous teeth [the way in which they shut together]; watch the locking of the first permanent molars, and if they do not occlude properly, have them placed in their normal position. That a normal occlusion does exist in all types is a fact that has been accepted by the scientists for the last 20 years. If you do not understand this normal occlusion, familiarize yourself with the manner in which the inclined planes of the human teeth occlude. Learn how man masticates his food."

Dr. Mitchell declares that one inclined plane in malposition, one rotated tooth, one abnormal restoration by means of a poor filling, or one extraction, is sufficient to spoil a face which might otherwise show harmonious lines. He continues:

"Do not feed your child with predigested food—with hash and croquettes—after these imperfections have been corrected, but make him chew hard bread-crusts, round steak, etc. In other words, compel the child to exercise the muscles of mastication as you do the muscles of locomotion, thereby improving his digestion and consequent nourishment.

"If the muscles are developed, the strain exerted by them upon the supporting osseous parts will necessarily develop their structure. If the muscles do not perform their normal functions, however, the osseous structure will undergo abnormal development. If you would have your child grow to be a runner, you would not keep him indoors for a month before a race, and what is true of one part of the human system is true of another.

"The mother takes her child to a professional man, calling his attention to the child's crooked teeth. The instinct of the parent precedes science. But how many guardians have been put off with the statement that the twelfth year is the proper time for adjusting malformations, and that the nervous strain connected with such correction would be detrimental to the child's health? If an animal can not masticate its food, will it thrive?


A TRANSPORTABLE PIGEON-LOFT WITH A DARK ROOM, IN WHICH THE PHOTOGRAPHS MAY BE DEVELOPED, ATTACHED.
A SINGLE CAMERA THAT CAN BE CARRIED BY A BIRD.
A DOUBLE CAMERA THAT IS CARRIED BY A PIGEON, SHOWING THE BRACES BY WHICH IT IS ATTACHED TO THE BIRD'S BODY.
THE FEATHERED PHOTOGRAPHER: THE CAMERA ATTACHED TO A PIGEON.

THE CAMERA THAT TAKES REAL "BIRD'S-EYE VIEWS."

"The harmfulness of such advice is elucidated by the fact that by leaving the child's teeth in malocclusion the normal development of the jaw-bones is prevented. Considering, then, that each jaw-bone stands in close relationship to nine bones of the head, it is evident that the whole enclosure of the brain is being retarded in its development. Men need not be scientists to understand what influence this condition will have on a child's nervous system."

Statistics show that the child grows in weight as soon as this strained condition is relieved by moving the teeth to their normal position, thereby permitting the bones to develop freely. Further:

"Common sense tells us that if a child's arm be put into a splint for six years, atrophy of the osseous and muscular tissues will ensue, and a nervous tension of the whole system be produced. With the removal of this splint the child's nervous system is immediately relieved. But even then the child's one arm will never

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attain the proportions of his other, for too large a portion of the period during which the tissues develop has been lost. This illustration only partly emphasizes the former statement, that the development of the osseous inclosures of the brain, which is the citadel of control of the organism, needs the most careful consideration. If you would have your child look beautiful, his brain must not be confined within too small a space, as the face is but the window of intelligence, or the mirror of man's soul. Any imperfection of the system is portrayed in the face. Therefore, the correct functioning of the muscles, having a crushing strength of one hundred pounds or more, in their influence upon man's most powerful organ, the brain, must be carefully observed.

"Every part of the dental anatomy, the cusps, the fissures, and the occlusion, must be preserved as nature intended them. If one tooth of a set of geared wheels be broken, the engineer would immediately have it replaced to restore the efficiency of his machine. Why should the masticating apparatus be neglected? This principle of preservation does not pertain to orthodontia alone, but to the general practise of dentistry.

"Do not extract either the deciduous or the permanent teeth. See that each is in its normal position and that the one hundred and thirty-four inclined planes are performing their natural functions. Only then a child can develop perfectly and exhibit the highest standard of beauty that is inherent to his type."

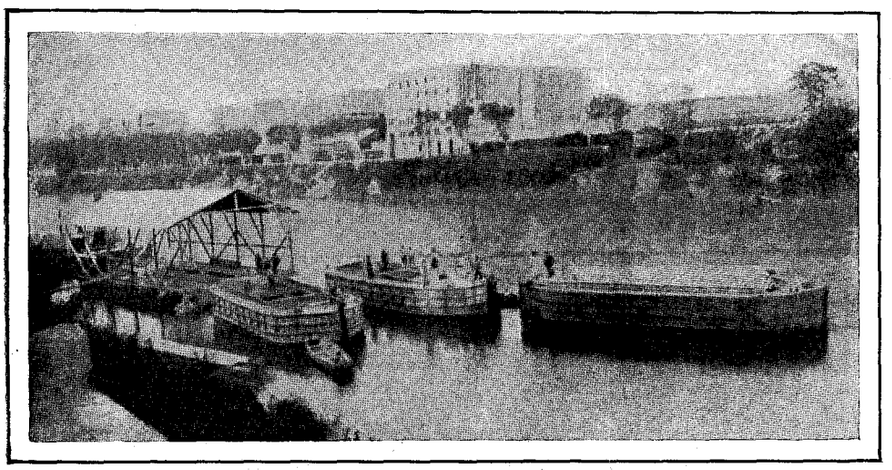
GEOLOGY AIDED BY PHOTOGRAPHY—The character and thickness of geological strata at any given point may be ascertained by drilling. This operation, however, gives no clue to the direction of the strata through which the drill passes. An ingenious device, recently invented in France, enables the geologist to ascertain this by means of photography. Says a writer in the *Revue Scientifique* (Paris, November 21):

"The device recently described by Jean Flarin . . . is simple, dispensing with all clock-work and other complicated mechanism. It is composed of a brass box full of water, in which is suspended, by means of rubber bands, a small photographic apparatus of great simplicity; under this are a magnetic needle and a phosphorescent disk. To work the apparatus, the disk, which is covered with calcium sulfid, is first made very phosphorescent by burning near it several centimeters of magnesium ribbon; the disk becomes sufficiently luminous for four or five hours to enable a watch to be read in darkness. The photographic apparatus is then charged and closed and filled with water at the same temperature as that in the bore-hole. This done the head of the boring-tool is caused to strike the bottom of the hole so as to make a characteristic mark. Then the device is lowered to the bottom with care and the objective is uncovered. A long exposure is made—about twenty to thirty minutes—and the image of the compass-needle with that of the marks on the strata are fixt on the sensitive plate. When the apparatus has been drawn up and the plate developed, the observer thus has at his disposal all the elements to determine exactly the direction of the strata at the bottom of the bore-hole."—*Translation made for* THE LITERARY DIGEST.

BOATS MADE OF CONCRETE

THE new use of reenforced concrete for the construction of boats has already been noticed in these columns. We now reproduce from *The Illustrated London News* (December 12) some interesting pictures of concrete vessels built for the Italian navy, together with parts of an article on the subject from *The Marine Review* (Cleveland, Ohio). Says this paper:

"Perhaps the most unique and surprizing development in the use of concrete in recent years is the use of this material in boat-building. The discovery of the merits of reenforced concrete for boat-building, however, is as old as reenforced concrete itself. We find in searching the early history of reenforced concrete that M. Lambot, a Frenchman, constructed the first reenforced-concrete structure, a boat, in the year 1850, and in 1855 exhibited it at the Paris Exposition. The honor of the discovery of the properties of reenforced concrete is usually credited to M. Joseph Monier, a Parisian gardener, but M. Lambot's patent dated 1855 shows conclusively that the credit belongs to him instead of Monier, whose first work was done in 1861. In 1896, an Italian firm, the Signori Gabellini of Rome, built a 150-ton reenforced-concrete barge for use on the Tiber. This barge proved so successful that a number of other boats have since been built in France and Italy.



THREE OF THE FIVE FERROCONCRETE LIGHTERS THAT WORK IN THE MILITARY HARBOR OF SPEZIA.

"This industry, which is rapidly developing in Europe, should induce American enterprise to construct boats for American inland waters, especially for coastwise trade.

"The Moechel & Lowther Engineering Company, of Kansas City, has made a very thorough investigation relative to the use of concrete boats for carrying freight on the Mississippi and Missouri rivers. This company constructed two models, one a power-propelled concrete boat, and the other a freight barge. These were placed on exhibition several months ago in a tank of water. They showed remarkable buoyancy and stability. They are the 'curiosity' of the passers-by, whether pedestrians, in carriages, or on the street-car. . . . Designs have been made by the Moechel & Lowther Engineering Company for a barge 150 feet long and 30 feet wide, drawing 3½ feet, carrying under a full load about 300 tons. This barge was designed especially for Missouri-River transportation, 3½ feet being the maximum safe draft on this river in low stage of water.

"Estimates from designs show that these boats can be built at half the cost of steel or about the same cost as wooden boats. Where a number of boats are built from the same forms, the cost is even less than for wood. These boats never have to be painted, and repairs caused by accidents can easily and quickly be repaired by the crew, carrying on board a few bags of cement and sand. The boats are furnished with water-tight compartments which make them practically unsinkable; and, as concrete improves with age, the life of a concrete boat should be practically unlimited.

"The effects of shocks, such as are caused by docking and being fouled by sand-bars, have been carefully considered in these designs. It is believed that a concrete boat properly designed will not suffer as much damage as a wooden or steel boat under like circumstances. This also has been proven by experiments made by the Italian Government on concrete and steel vessels. In an intentional encounter the concrete boat suffered much less than did the steel boat. This and like experiments made by the Italian naval experts have led their Government to adopt a reenforced concrete belt for armoring its war-ships. This extreme test should convince the most skeptical that concrete, properly reenforced, will answer admirably for boat-building.

"It is a safe conclusion that the great victories achieved by concrete structures built on land will at least be equaled by floating structures built on rivers, lakes, and possibly high seas. How greatly such a construction will advance the river and lake trade of our country, we will leave to our readers to guess. Cheapness, utility, and strength, and practically indestructibility by time, is a combination of quality possest by one material only—concrete."

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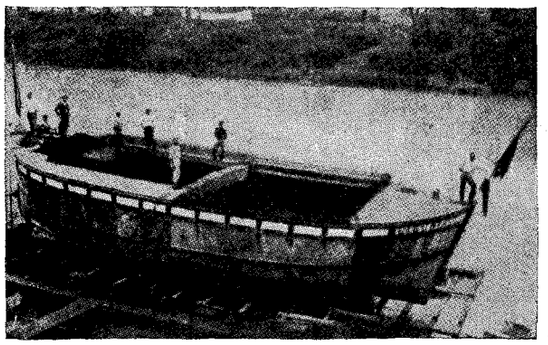
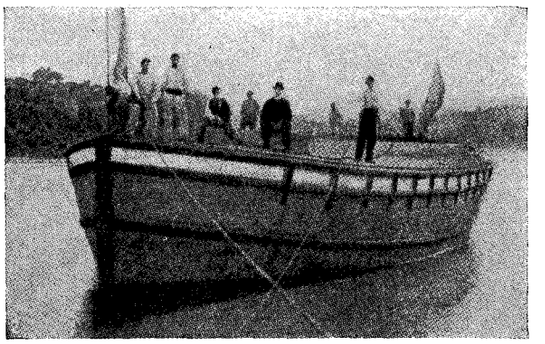


THE FERROCONCRETE BARGE "LIGURIA" IN COURSE OF CONSTRUCTION ON A PONTOON.



A FERROCONCRETE BARGE (USED FOR CARRYING COAL) IN THE WATER.

SURGICAL TRANSPLANTATION

SPECIAL experimentation along this line is going on in France in the physiological laboratory of Dr. Carrel, who has been specially successful in "splicing" injured arteries and in replacing sections of arteries with veins. He has also, upon occasion, attempted to transplant such organs as the kidneys. These experiments have, so far, been performed only on animals, but Dr. Carrel hopes soon to have perfected his method so that it will be possible, by its aid, to save scores of human lives yearly. Similar researches have been going on in the Rockefeller Institute in New York, and remarkable accounts of what has been accomplished along this line have appeared in the daily press. These doubtless must be taken with a grain of salt. A contributor to *Cosmos* (Paris, November 7) thus summarizes what Dr. Carrel has already accomplished:

"Carrel's experiments have shown that it is possible to separate completely from the organism portions of arteries or veins, and even important organs such as the kidneys, and to transplant them successfully to another part of the same subject, or to another animal of the same species. Survival of the animal after such transplantation has never been long . . . but it has been clearly demonstrated that such grafting is possible. A perfected technique . . . will doubtless make it more durable.

"The application to human surgery of methods for transplanting whole organs appears to belong to a somewhat distant future, and the combination of circumstances that will permit its realization will rarely occur. This is not the case, however, with sutures of arteries and veins and their transplantation. . . . The particular conditions of the disease may prevent the reunion of arteries, end to end, and then we may make a 'splice' with a piece of vein of nearly the same size, taken from the same subject. This experiment has succeeded several times with animals. . . . The vein grows rapidly thicker and adapts itself extraordinarily soon to its new functions. . . . . .

"An artery has also been caused to discharge directly into a vein. In these cases valves and capillaries fulfil their duties somewhat badly after reversal of the circulation, but several experimenters have essayed to prove that this difficulty is not insurmountable.

"The object of the researches undertaken in the Carrel laboratory is to establish new methods of physiological investigation and of surgical treatment. The experiments in transplantation of veins have been carried out to investigate the possibility of a new treatment of arterial wounds and aneurisms.

"When a person has been run over by a carriage or a car, or a bone has been broken and violently displaced, causing rupture of an artery, the walls of the vessel are lacerated for a considerable distance, . . . and so irregularly that suture can not be attempted. The most prudent method is ligature and the result of this is often disastrous, the appearance of gangrene necessitating the amputation of the limb. In cases of this kind it may now be possible to cut away large sections of the crusht artery and to reestablish the circulation at once by the transplantation of a segment of the jugular or some other vein. As this treatment would be reserved for subcutaneous ruptures, asepsis would be perfect. In open wounds, ligature would always be wiser."

It will be noted that the "splicing" of an artery with a vein has been successfully performed only on dogs. It would be somewhat rash, Dr. Carrel thinks, to assert at present that it would be equally successful in the human subject. There are, however, other possible applications of the method. For instance, in certain kinds of goitre, the reversal of the circulation in the thyroid gland has been found beneficial. It has even been suggested that it may be possible to send arterial blood to the brain through the veins when the arteries have been made useless by disease. In other cases, also, where the arteries leading to the brain are unduly dilated and are supplying too much blood to that organ, the introduction of a section of vein may serve as a pressure-reduction valve.

Discussion of this kind, however, is purely theoretical; and much more experimentation will be necessary before surgeons will be sure enough of their technique to apply it to man.—*Translation made for* THE LITERARY DIGEST.

A REMARKABLE CASE OF LONGEVITY—An account of a Russian who has reached the age of 136 without using any of the patent medicines which seem to form the chief diet of our centenarians who write testimonials for newspaper advertising is given from data in the *Medizinische Wochenschrift* of St. Petersburg by *The Hospital* (London, December 12). Says this paper:

"We need hardly say that our informant bears a reputation for the strictest integrity and the highest scientific accuracy. Nevertheless, we must disclaim any responsibility for the astonishing account which follows: Andreas Schmidt was born on September 5, 1772, and served in the Reval Regiment for many years, taking part in the historic campaigns against Napoleon. In 1798 he accompanied Suvarof's brigade across the Alps, and later on he took part in the skirmishes which the army of pursuit waged against the French troops retreating from Moscow. His military career is probably unique, as he remained on active service until he was 86 years of age, his final campaign being the Crimean War.

"In 1858 he was pensioned, and since then he has lived quietly, carrying the weight of his years well. He is able to go about, and talks and hears well. During the last few years, however, his sight has been gradually failing, and he has suffered from arthritic pains. To his medical interviewer he declares that he had never indulged in alcoholic drinks, and never smoked. His diet is by no means restricted, and even at present, when he is 136 years of age, he eats his meals with a hearty appetite."

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SAN FRANCISCO'S IRRELIGION

THE black record of San Francisco is set down unsparingly by one of her clergymen, George E. Burlingame, in the "series of authoritative papers upon religious and denominational conditions in great American cities" published in the Baptist *Standard* (Chicago, December 26). "From its origin in 1846 to this hour," the writer asserts, "San Francisco has maintained a unique position among American cities as being entitled to the preeminence in godlessness and immorality." This, he maintains, "is the judgment of its most faithful historians," and he cites the late Hubert Howe Bancroft, who described San Francisco in its earlier days as being "a community in which being a religious man was considered not exactly a crime, but only a misfortune." The present conditions can not be understood, we are told, without a reference to its historical background. Of this we read:

"There were not wanting an element of godly people, in these first days. Among the arrivals from the Eastern States were many earnest Christians of the Puritan type, and these laid the foundations for evangelical Christianity. A Protestant minister from Honolulu was chosen as chaplain for the town late in 1848, and the next year witnessed the founding of several 'First' churches. Yet the predominant character of the people was godless, and from the beginning moral conditions were almost hopelessly bad. The annalist of these early days, Soule, describes with graphic fidelity the dissipation, revelry, and shameless indulgence in uncontrolled vice, which prevailed. In his desperate effort to cover the case, he resorts at last to this series of expressive adjectives: '"Sufficient for the day is the evil thereof." This maxim abundantly satisfies the excitement-craving, money-seeking, luxurious-living, reckless, heaven-earth-and-hell-daring citizens of San Francisco.' This characterization was written when the city was five years old; but the city has never lost its right to this superb aggregation of hyphenated verbiage."

As surely as Plymouth Rock and Salem Church and the Puritan Fathers of Boston fixt the ideals and shaped the religious life of Boston and its environs for three centuries after the *Mayflower* compact, it is affirmed, "just so surely did the unhallowed and godless crew of adventurers pouring through the Golden Gate and Emigrant Gap in '49 fix the ideals and shape the religious life of San Francisco and its environs for the six decades since their advent." Nor has the subsequent "more godly stream of immigration from the East been potent to check the blight and regenerate the moral life of the city." We read further:

"From the earliest days San Francisco has been the familiar home and haunt of the gambler, the harlot, the libertine, and the drunkard. The moral forces indeed are more virile and potent than in the early days; but the powers of darkness are more appalling in their syndicated strength, and the muddied current is a broader and a deeper stream than that which swirled around Portsmouth Square in the '50's. Here is the home, and the last lurking place, of the prize-fight in its most unblushing brutality. Here 'Battling' Nelson wins the laurels which lead to an Illinois municipal office (with apologies to Hegewisch). Here 20,000, more or less, of men and boys, and—God pity us!—women too, gather on Independence day, or Thanksgiving day, or Christmas day, to see two men fight to a finish under a license duly issued by the city council. The prize-fighter is the hero of the schoolboy's dreams and the inspiration of his ambitions.

"The slot-machine offers to the youth and manhood of the city a less exciting, but less costly and more convenient means of diversion. Their right to run openly is not disputed by city ordinance or police scruple; and the 3,000 of them which are in constant use operate under license from the city, bringing in the precious revenue of $40 per year, and turning out their finished product of idleness, dissipation, lost manhood, and ruined homes; but the city gets the $40, and it helps to pay the police force.

"Barbary Coast is unique. There, sin does not flaunt itself; it has no need, for it is naked and open. A distinguished minister from the East recently visited the missions and also the resorts on the Barbary Coast—dance-halls, brothels, and wine-rooms. There was much that he did not see; the wretched wine-dumps where the lowest dregs of humanity gravitate; the opium-dens where white and yellow men lie in stupid and shameful degradation; the Oriental brothels where girls are locked behind grim prison bars; the monstrous 'cribs'—now suppressed—where prostitution was maintained at wholesale under municipal supervision. These latter features my friend did not observe; but the milder forms of vice which he witnessed led him to say that in all the world he had never seen such hideous vice and open shame—New York and London and Paris not excepted. Chicago had nothing to compare with it, even ten years ago. Barbary Coast is a revelation of the possible degradation of human life, which brings a pain to the soul that sees it, not soon eased nor forgotten."

For sixty years the proportion of saloons to population has been about 1 to 100. Since the great fire of 1906 the license fee has increased to $500, and bar-rooms have been separated from groceries. But there are 2,291 licenses in force for drinking resorts, not including groceries, most of which sell liquor, nor the liquor stores, of which there are a multitude. "The city loves amusement as few communities do; and in no line has the reconstruction of the city been more rapid and extensive than in the line of amusement enterprises." But "the general average of productions is low, and even the newspaper reports of the plays are sometimes grossly improper and unfit to read." Finally:

"California enjoys the shameful distinction of being one of the two or three States in the Union which have no Sunday law. There has never been a statutory incentive to the observance of the Christian Lord's day as a day of rest and worship. The early industries of the city and State—mining and shipping—were peculiarly conducive to neglect of such a day. . . . The charming climate, assuring 275 rainless days in the year, with a mean average temperature of 55° and a minimum of 36° degrees, fixt the character of popular Sunday observance as a day of feasting and carnivals and reveling and sport."

THE FALSE "GIFT OF TONGUES"

ONE member of the band who went forth into foreign lands equipped only with the "gift of tongues" has returned to admit the gift was not of God. A year or more ago the movement so named was rife in parts of this country and several accounts of "manifestations" were presented in this paper. Now *The Evangelical Messenger* (Cleveland) gives the story of Mabel Collins, "a pretty girl of eighteen years," who, having succeeded in returning home after wanderings in India and South America, "looks like a woman of fifty." The story in her own words is this:

"We were driven out of New York. We were members of the Holy Ghost sect and we had the gift of tongues and went out to teach the rest of the world the real Christ. We decided to sail to London. We escaped a great shipwreck, but they would not receive us there. Then six of us got the call to go to India. We went from London and reached Calcutta in July. Mr. McElroy, who led us, thought we could do great things in India.

"Besides me, there were three girls from New York and two from Philadelphia. We nearly starved in Calcutta and went to the north. We reached Benares a month later. There two of our girls disappeared. They were very pretty and there were some Indians we met who liked them very much. We were destitute, and the girls—well, they just vanished. We didn't complain to the authorities, because we knew pretty well where they had gone. They are now in harems and I can't blame them much. We did not have the real gift, and life was far more terrible than I can tell you.

"Again we went north to Lucknow. Another girl, Mabel Charles, of New York, was taken from us one night after we had camped for the night. There were some wild hill men who rode down and stopt at our camp. Next morning all were gone. There were only three of us left, Mr. McElroy and Lillie Thomas and

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I, and we went back to Calcutta. From there we sailed to Buenos Aires to join the others. We had even harder times in Argentina than in India. Then my parents succeeded in getting me home. Our gift of tongues was not from God. It was from some devil."

MR. ROCKEFELLER'S "BENEVOLENT TRUSTS"

MR. ROCKEFELLER urges doing "with what you can give to others as you do with what you want to keep for yourself and your children"; that is, "put it into a trust." He would have men as careful with the money spent for the benefit of others as if it were being laid aside for one's own family use. He would engage directors who will make it a life work to manage, "with our personal cooperation, this business of benevolence properly and effectively." This is the motive and purpose at the bottom of what he calls "the benevolent trust," and in *The World's Work* (January), where his reminiscences are appearing, he speaks of the plan of his organized personal charities, a system in which he is a pioneer operator. The need for such organization as his is emphasized when we contemplate the assertion that "enough money has been squandered on unwise educational projects to have built up a national system of higher education adequate to our needs if the money had been properly directed to that end." Mr. Rockefeller commends the effectiveness of the Roman-Catholic Church in its charitable enterprises through the perfection of organization. The corporations which manage the business side of benefactions, says Mr. Rockefeller, "to be successful must have the help of men who have been trained along practical lines." Further:

"We can not afford to have great souls who are capable of doing the most effective work slaving to raise the money. That should be a business man's task, and he should be supreme in managing the machinery of the expenses. The teachers, the workers, and the inspired leaders of the people should be relieved of these pressing and belittling money cares. They have more than enough to do in tilling their tremendous and never fully occupied field, and they should be free from any care which might in any wise divert them from that work.

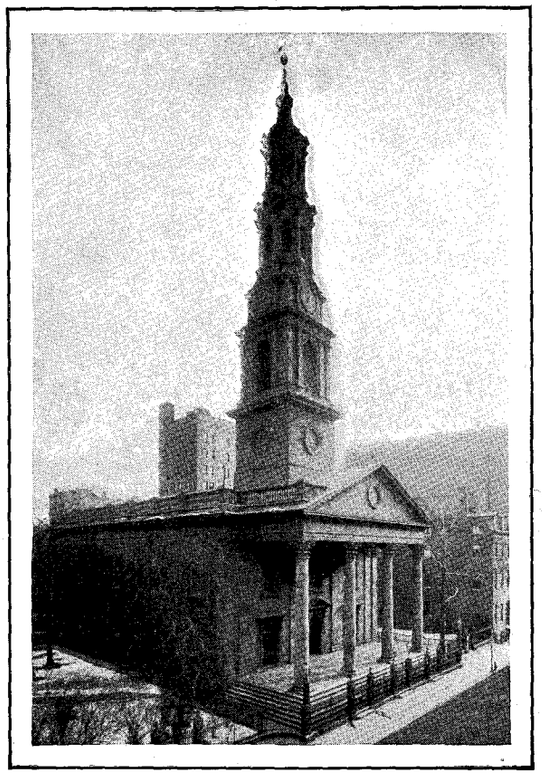
"When these benevolent trusts come into active being, such organizations on broad lines will be sure to attract the brains of the best men we have in our commercial affairs, as great business opportunities attract them now. Our successful business men as a class, and the exceptions only prove the truth of the assertion, have a high standard of honor. I have sometimes been tempted to say that our clergymen could gain by knowing the essentials of business life better. The closer association with men of affairs would, I think, benefit both classes. People who have had much to do with ministers and those who hold confidential positions in our churches have at times had surprizing experiences in meeting what is sometimes practised in the way of ecclesiastical business, because these good men have had so little of business training in the workaday world."

The whole system of proper relations, whether in commerce, in the Church, or in sciences, asserts Mr. Rockefeller, rests on honor. "Able business men seek to confine their dealings to people who tell the truth and keep their promises; and the representatives of the Church, who are often prone to attack business men as a type of what is selfish and mean, have some great lessons to learn, and they will gladly learn them as these two types of workers grow closer together." We read:

"The benevolent trusts when they come will raise these standards; they will look the facts in the face; they will applaud and sustain the effective workers and institutions; and they will uplift the intelligent standard of good work in helping all the people chiefly to help themselves. There are already signs that these combinations are coming, and coming quickly, and in the directorates of these trusts you will eventually find the flower of our American manhood, the men who not only know how to make money, but who accept the great responsibility of administering it wisely."

ABANDONING AN "UNPROFITABLE" CHURCH

A GREAT outcry has been raised in New York over the announced plan of Trinity Church to abandon St. John's Chapel, in Varick Street, because the congregations have become too small to make its continuance economically advisable. Some think it should be preserved as a historic landmark and example of Colonial architecture, while others condemn a retreat from the tenement districts as a piece of religious time-serving. The people are there, say these critics, and the better plan would be to sustain the chapel and adopt new means to fill the pews. The Salvation Army has offered to do this if given the chance. Bishop Greer



ST. JOHN'S, VARICK STREET, NEW YORK,
The church which is threatened because it no longer "pays."

and Dr. Huntington, of Grace Church, indorse the action of the Trinity Corporation, so there is no doubt much to be said on that side, but *The Churchman*, the leading Episcopalian organ, notes that in the statements of these prelates "nothing is said of the people in St. John's parish, of their rights, of their hopes, or of their souls." "Modern public sentiment, not to mention Christian conscience," it declares, "stands aghast at the proposition to abandon a fighting-ground for righteousness in a tenement district and to retreat a mile uptown." Calling attention to the fact that Trinity's wealth is largely derived from the sale of its part of St. John's Park when that plot was converted into the site of a freight station, this paper charges that Trinity "thus indirectly contributed to the degrading conditions which now surround St. John's, and yet it now refuses to use the money gained from ruining the district to sustain a Christian church for the benefit of the helpless in that district."

The Churchman quotes with approval the statement of Dr. Judson, of the Judson Memorial Church, Washington Square, that "the church should cling to the old fields, no matter how discouraging, hopeless, and repugnant the conditions might become." It further replies to the statement made by the rector of Grace

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Church that "the Trinity Corporation, like all other organizations, must go where it can do most":

"If this were the whole of the Christian law, surely the combined millions, if not tens of millions, of Trinity and Grace should go to some foreign field, for the harvest would be beyond anything that would be dreamed of in New York under present conditions. But there is another law that is the complement of the foreign-missionary principle, which in a homely and indirect way is exprest in the First Epistle to Timothy: 'But if any provideth not for his own, and specially his own household, he hath denied the faith, and is worse than an unbeliever.' The principle of the neighbor applies in Varick Street as well as in the darkest East. As Dr. Huntington says, every parish should raise up its sons and daughters. The sons and daughters, whose sad condition has been at least indirectly brought about by the action of Trinity parish, are of Trinity parish's own household; to fail to provide for them, where they are and as they are, would be a denial of the faith alike under the apostolic and under the modern social conceptions of Christianity."

Trinity Corporation has not escaped the slings and arrows of an ironic lay press in respect to the suggestion that St. John's might be maintained as an "abandoned church." *The Evening Sun* (New York) prints the words of a correspondent who refers to the Trinity tenement-house property in the following sardonic vein:

"To preserve the church as an object of antiquarian and artistic interest would be entirely within the power and province of the Trinity Corporation. Indeed, that Corporation now possesses some of the most interesting relics of the past to be found in Manhattan, and its stern determination not to allow their destruction has frequently evoked the most heated comments. The almost inconceivable labors put forth by the Corporation in behalf of ancient dwelling-places, its passionate defense of the old ways in opposition to the invading and iconoclastic plumber, will never be forgotten by the public. Even to-day the student of the housing problem resorts to real estate owned by the Trinity Corporation to inform himself on the most intricate and delicate points of pre-tenement-reform living-conditions. But of the propriety of discontinuing services in St. John's there can be no doubt. The books of Trinity Corporation show that it was unprofitable. This argument is unanswerable."

The same paper asks, editorially:

"What if the Corporation were to decide that it were unnecessary, because unprofitable, to continue services at Trinity, or at St. Paul's? If public protest failed in one case, why should it be heeded in the other?

"Why should not the spire, now overshadowed by sky-scrapers, come down, and the tombstones in the graveyard be razed, the vaults be filled up, and the most valuable 'unimproved piece of ground in the world,' as the real-estate people say, be turned to 'productive' uses? Would the Trinity Corporation regard it as impertinence for the business men in the Wall-Street neighborhood, especially those of them who were not members of the Protestant-Episcopal Church, to raise a row under such circumstances?

A certain element of public sentiment is exprest by Mr. Richard Watson Gilder in the New York *Evening Post*, in the following "Lines on the Proposed Demolition of St. John's Chapel":

"Guardians of a holy trust
Who, in your rotting tenements,
Housed the people, till the offense
Rose to the Heaven of the Just—
Guardians of an ancient trust
Who, lately, from these little ones
Dashed the cup of water; now
Bind new laurels to your brow,
Fling to earth these sacred stones,
Give the altar to the dust!
Here the poor and friendless come—
Desolate the templed home
Of the friendless and the poor,
That your laurels may be sure!
Here beside the frowning walls
Where no more the wood-bird calls,
Where once the little children played,
Whose paradise ye have betrayed,
Here let the temple low be laid,
Here bring the altar to the dust—
Guardians of a holy trust!"

RELIGIOUS EDUCATION IN ITALY

THE quantity and quality of religious teaching to be dispensed in schools under public control is agitating other countries than ours at the present time. Indeed, it would be difficult to name a single European country where the relations of church and school seem satisfactorily defined for the nation at large, including the intellectual class and the educational authorities themselves. In Italy there is much bitter feeling on the subject, and there are loud cries for the total "laicisation" of public instruction, which meet with as loud demands for change in the opposite direction.

Among some persons of moderate views, however, there prevails the idea that to eliminate Christianity and all that it connotes is simply to diminish culture, and that the teachings of Christianity should, for this reason, at least be universally inculcated. Says Mr. Gallarati-Scotti in *La Rassegna Nazionale* (Florence):

"When, in order to please those citizens of the State who are entirely without religion, it is suggested to abolish from the schools all that part of education affiliated with the Christian faith; to ignore not only the Catholic doctrines which it is the Church's office to impart, but even Christianity itself, one of the great factors of our civilization and one interwoven with all human life; to keep from our young people a whole division of history, and that just the section of it most aptly setting forth the ideas and the art of the great philosophers and poets, that is to say, the history of religious thought; and to refrain from so much as teaching this branch of history in a scientific spirit even in the universities—then one may surely conclude that in Italy 'neutrality' toward religious teaching means nothing but being inferior to other nations.

"It is not merely the Catholic, but it is the man of culture, the philosopher, or the historian, who feels how damaging it must be for the genuine, broad development of Italy's intellectual life if the opposing parties, in this conflict over neutrality toward religion, try to settle their differences by such radical means. . . . In the great universities of the country we want the comparative study of religions, the philosophy of religion, and the history of Christianity reconstituted. The university must in a modern nation be a center of religious as well as other study, a focus of free critical investigation, and the State should not assume indifference toward scientific treatment of a deep subject occupying the minds of so many thoughtful citizens."

Taking up the question of religion in reference to primary education, this writer—a member of the National Democratic League of Rimini—makes the following complaints:

"Because we feel only too well that religion, in order to be a genuine inspiration, must penetrate to the very roots of one's thought, therefore we do not resign ourselves to allowing that, by the concession of a meager remnant of time at the end of the week devoted to teaching worn-out schoolchildren arid theological principles of faith . . . a vital current of spirituality and light can be infused into the nation. We know from experience how inefficacious is the catechism taught in the primary schools to-day, and what a slight bulwark it affords against the progressing de-Christianization of contemporary society. . . . Nobody feels more seriously than we do the necessity of reforming the system of religious instruction; no one more sincerely believes that religious life is languishing in Italy largely because the doctrines of the Church are not understood at the first, since the theological language of the school catechisms renders obscure those same evangelical truths uttered by Christ in a form comprehensible even to the simplest minds."

La Rassegna Nazionale is a monthly magazine of avowedly Catholic proclivities, so that, when its editors invite attention to Mr. Gallarati-Scotti's remarks, one can not but surmise that the views he expresses coincide with those of a respectable number of Italian laymen who oppose governmental "de-Christianization" of their country's scholastic institutions.—*Translation made for* THE LITERARY DIGEST.

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THE COMPOSER OF A NEW AMERICAN OPERA

THE "day of the American operatic composer" is seen approaching by an optimistic writer, Mr. Frederick W. Coburn. The rosiest sign of dawn is to him the fact that Mr. F. S. Converse's romantic grand opera, "The Pipe of Desire," will be produced this season by the Metropolitan Opera Company almost contemporaneously with the presentation of his "Job" by the Cæcilia Verein of Hamburg. The rarity of such a work as an American grand opera is seen in Mr. Coburn's statement that "preceding Converse's romance there actually have been only three American essays in grand operatic composition." He names N. H. Fry's "Leonora," dating back to 1858; George F. Bristow's "Rip Van Winkle," and Walter Damrosch's "The Scarlet Letter."

There is, however, at least a fourth, "Zenobia" by Silas Pratt, a Chicago composer, which was produced in New York in the early eighties of the last century. The shortness of this list is explained by Mr. Converse himself in words quoted by Mr. Coburn:

"Only the exacting nature of the work and the temptation, which is probably stronger in the United States than anywhere else, to rush into the first gainful pursuit that offers itself, stand in the way of our having a larger school of native composers than we now have."

Mr. Converse, it is here pointed out, has not done the thing that he deprecates. "Apart from his very considerable native talent, from the impelling temperamental force which would probably have made him a musician if his lot had been cast in the backwoods, Converse represents peculiarly the product of a broad, thorough, and prolonged education." His preparatory years are thus set before us in *The World To-day* (Chicago):

"Precisely such severity of training as is *de rigueur* for the young physician, with his four years of college, four years of medical school, and two or three years of graduate study in Europe, the financial circumstances of this musician permitted and his scholarly disposition exacted.

"Few men in fact who have early achieved eminence in any of the professions have proceeded in a more straightforward course. No obstacles except those due to personal limitations have stood in the way. The father was wealthy. Further back in the line of ancestry were Congregational ministers, leaders in the Puritan hierarchy. A Celtic strain in the blood has been helpful. The place of birth and boyhood, the suburban city of Newton, offered advantages for normal growth. The brothers and sisters, constituting a large family for these days, all attended the public schools. With perfect regularity and high marks, Frederick Converse passed from grammar grades to high school, and thence into Harvard College, with the class of 1893.

"Taste for music, shown from earliest childhood, led Converse to devote himself mostly to the courses offered by the late Prof. J. K. Paine, covering the theory of harmony, counterpoint, instrumentation, canon, and fugue, and the history of the musical arts. Highest honors in music stood to his credit at graduation. At his father's request there followed a few months' experience in a business house. The desire, however, to study music professionally prevailed and led to a year and a half of training under two Boston masters, Carl Baermann and George W. Chadwick, director of the New England Conservatory of Music. Presently, the young Bostonian, following in the footsteps of many Americans who have achieved distinction in music, enrolled himself as a pupil of Rheinberger at the Royal School of Music in Munich, from which he was later graduated with honors. Here he not only studied with one of the strongest and sanest of the great teachers of music, but he came into competition with good musicians of many nationalities.

"The long road of studentship, followed without serious interruptions or harrowing incidents due to poverty or ill-health, ended with Converse's returning to Boston after taking his degree at Munich. He continued, however, to be interested in the problems of musical education. For a time he taught harmony at the New England Conservatory of Music, of which he is still a director and in whose remarkable growth he takes pride. In 1902 he became an instructor in the department of music at Harvard University. He was chosen assistant professor in 1905, a position from which he has since resigned to devote himself to original production."

Mr. Converse has not come to exhibit the "refreshing and spontaneous qualities of romanticism" which now distinguish his output without a thorough grounding in the traditional standards. That he does not show "a certain severity and formalism" as a result of his training is looked upon as evidence of strong personality. His "progress toward full-blown romanticism has been gradual." His earliest work showed "sincere and thorough investigation of the fundamental principles from which the great classical composers started." Gradually he broke away from tradition. "About the beginning of this century Converse produced in rapid succession a series of important works of a romantic, personal, and highly emotional character." They were orchestral works based upon the poetry of Keats and Walt Whitman. His "Mystic Trumpeter" fantasie after Walt Whitman was performed first in 1905 and, says Mr. Coburn, "bids fair to become one of the musical classics." The dramatic poem "Job" had its first hearing in 1907. The opera, save for concert performances, awaits a public verdict. The story is given thus:

FREDERICK S. CONVERSE.
An American whose opera will be heard in New York this winter.

"A brief analysis of the subject-matter of 'The Pipe of Desire,' the words of which were written by Converse's personal friend, George Edward Barton, a Boston architect, will perhaps reveal the kind of work in which this composer delights. The theme of this opera is a tragedy of shepherd life. *Iolan*, a young Arcadian, plans to marry a beautiful maid, *Naoia*. To celebrate the approaching nuptials, certain sylvan creatures, against the wishes of their ruler, the grizzled '*Old One*'—for one of the rules of spirit land is that evil follows whenever the sprites make themselves visible to a human—determine to welcome him to their revels. The disobedience brings fearsome consequences. The somber representative of fate reluctantly agrees to pipe in order that his elfin folk may dance before the peasant. *Iolan* is impelled by the music, first to take part in the mad revel, and finally, in a wild outbreak of gaiety, to snatch from the '*Old One*' his basset horn and attempt to draw music from it.

"Even to touch the weird instrument is absolutely forbidden to mortals. *Iolan* can bring from it only discordant strains, which *Naoia*, who lies on a sick-bed, stricken with a fever, hears afar off, and, led by an irresistible impulse, makes haste to join her lover in the forest. The interval up to her arrival is filled with a recital of *Iolan's* dream of happiness, in which the efforts with which he has prepared his house for the wedding and the plans that have been made for a life of usefulness and delight are glowingly described. The recital is interrupted by the coming of *Naoia*, faint from the hardships of a journey which she was unfit to undertake. Tenderly welcomed by *Iolan*, she dies in his arms, and the luckless swain in rather long-drawn-out anguish perishes by her side. The '*Old One's*' prophecy is thus complete. Around this literary theme Mr. Converse has built up a true opera, with a notable overture and a continuous intertuning of the mystic and somber numbers of the '*Old One*' with the riotous springtime strains of his subjects. The music runs in an alternating current of dark and bright."

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WHISTLER VS. RUSKIN

THAT Whistler did not desire money damages from Ruskin, but sought to establish a principle of art criticism, is the Pennells' interpretation of the famous trial. In the sumptuous life of the artist lately published, the authors, Joseph and Elizabeth Pennell, assert that the reason for the suit, "'the spirit of the matter,' was ignored at the time, and has remained a mystery ever since." In 1877 Whistler exhibited at the Grosvenor Gallery, and aroused a great critical outcry, "the loudest voice and the shrillest" being "that of John Ruskin, leader of taste, critic of art, prophet and propounder of new gospels of 'the Beautiful.'" Whistler, his biographers assert, "felt that either he or Ruskin must settle the question whether an artist may say what he wants, paint what he wants, honestly in his own way, tho this may not be understood by the patron, the critic, the Academy, or the real judge, the man in the street; whether the artist should rule himself or be ruled." Whistler always maintained that the case was "between the Brush and the Pen"; but the thing was taken in an entirely different way. Say the writers:

Courtesy of J. B. Lippincott Company.

THE FALLING ROCKET—NOCTURNE IN BLACK AND GOLD.

Owned by Mrs. Samuel Untermeyer, and now on exhibition at the Metropolitan Museum of Art. Ruskin's comment on this picture was the occasion of the famous trial.

"His motives were ignored, the proceedings made a jest, and the verdict treated as a farce. Few could, or do, realize even to-day that Whistler was in earnest, that the trial was a defense of his principles, and the verdict a public justification of his artistic belief."

The two antagonists as they fronted each other are thus placed before us:

"At the time of the trial, Whistler was to the British public a charlatan, a mountebank. Ruskin was the people's prophet, and the professor of art. Whistler denied the right of a master of English literature, who had become the popularizer of pictures, to consider himself a prophet and a pope, as Ruskin undoubtedly did, his head turned by his success in the defense of the Preraffaelites and the booming of Turner. So good a friend of Ruskin's as Mr. W. M. Rossetti thought him 'substantially wrong in the matter,' and points out that his mind broke down at times, and that his mental troubles had begun as far back as 1860. His conceit and his vanity, as we have said, can hardly be explained in any other way. Unfortunately for him, he lived in the only country where his arrogant pretensions would have been countenanced, tho, owing to the present acceptance of England and everything English, he has become something of a fetish in France and Italy, just as he begins to be discredited as critic at home. He was rich, the first qualification for success; he was a university man, the second; he was keen to contribute long letters to *The Times*. He was a more or less generous patron of the artists he admired; moreover, he was a master of English; therefore he could commit any absurdity he wanted. As Whistler said, political economists considered him a great art critic, and artists looked upon him as a great political economist. Sometimes we wondered, when Whistler laughed, if there was not another reason, beside mental illness, for Ruskin's inconsequent personal venom. He never appreciated the great artists of the world, save certain Italians, recognized long before. His estimate of Velasquez and Rembrandt, and his comparison between Turner and Constable, are sufficient to prove how little his now unheeded sermons were ever worth. While he failed to comprehend Charles Keene, he went into ecstasies over Kate Greenaway. Whistler, knowing all this, may have offended. Mr. Collingwood wrote that, long before the trial, Whistler 'had made overtures to the great critic through Mr. Swinburne, the poet; but he had not been taken seriously.' It is certain Ruskin was not taken seriously by the great artist."

Whistler, it is said, "determined at any costs to drive the self-appointed preacher from his pulpit." He thought the artists would be on his side and would combine "to drive the false prophet out of the temple." "But Ruskin, the critic, was to them more powerful than Whistler, the painter, and when the time came they all sneaked away except Albert Moore. Besides there was the unspoken hope that the Yankee would lose." Whistler based his case upon Ruskin's comment on "The Falling Rocket":

"I have seen and heard much of cockney impudence before now, but never expected to hear a coxcomb ask two hundred guineas for flinging a pot of paint in the public's face."

Lady Burne-Jones is quoted as presenting Ruskin's words at the "prospect of the trial":

"It's nuts and nectar to me, the notion of having to answer for myself in court, and the whole thing will enable me to assert some principles of art economy which I've never got into the public's head by writing; but may get sent over all the world vividly in a newspaper report or two."

But the "nuts and nectar turned into gall and bitterness." Ruskin was too ill to attend the trial and, as everybody knows, lost the case. Whistler, as readers of the "Gentle Art of Making Enemies" know, was received with ridicule on all sides. His pictures were produced in court, were laughed at by those present, inspected upside down by the jury, treated superciliously by the judge. One of these was the "Nocturne, Blue and Silver"—a picture of Battersea Bridge by moonlight. Its subsequent history is thus given:

"This was the picture that then belonged to Mr. Graham, that some years after at his sale at Christie's was received with hisses, that was then purchased by Mr. Robert H. C. Harrison for sixty pounds, and that at the close of the London Whistler Memorial Exhibition was bought for two thousand guineas by the National Arts Collection Fund, presented to the nation, and hung in the National Gallery."

The judge in summing up the case said that certain words of Mr. Ruskin "amount to a libel." The jury gave their verdict for the plaintiff—damages one farthing. "The judge emphasized his contempt by giving judgment for the plaintiff without costs; that is, both sides had to pay." "*The Times*, *The Spectator*, and *The Portfolio* pronounced the verdict satisfactory to neither party, virtually a censure upon both, who alike would have to suffer heavily." The Pennells show that "the British public rallied to

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their prophet, and got up a subscription for the rich man. . . . For Whistler, the poor man, the costs were not paid, and he went through the bankruptcy court."

A POET BROUGHT BACK TO LIGHT

A FORGOTTEN American poet is brought back to the light by Mr. Walter Prichard Eaton. His name is Edward Goddard Tuckerman, and the oblivion into which he has fallen stirs Mr. Eaton's sense of the curious injustice of literary fame. Tuckerman's was "a rare, if imperfect poetic faculty," Mr. Eaton thinks, "and certain portions of his verse are worthy of perpetuation."

Little has been learned of the poet's history. He was born in 1821, of a distinguished Boston family. A brother, Edward, was professor of botany at Amherst from 1858 to 1886. His cousin, Henry T. Tuckerman, was once a man of letters. The poet spent one year at Harvard, took a degree in law, and published one volume of poetry when he was 39. Little more of his history is known. Evidently a recluse, it appears that he passed much of his life in the country in western Massachusetts. Mr. Eaton, writing in the January *Forum*, qualifies:

"But perhaps the man is sufficiently self-revealing in his verse. At a period when the country was stirring to its depths with the great issues that precipitated the Civil War, he wrote of harebells in the woods and the slow, quiet march of the seasons. At a time

LITTLE ROSE.
One of Whistler's later works, owned by the Boston Art Museum.

when Patmore's 'The Angel in the House' was one of the six best sellers (fancy a book of verse ever having been a best seller!) he troubled little with narrative poetry. At a period when American poetry was only too full alike of moral platitudes and flowers of speech, his poetry was filled with the flowers of the field. A minute and faithful and tender rendering of the New-England landscape about him was his interest—that, and his own moods. There may well be a trace of Thoreau and the Transcendentalists in his work. But mostly, even in its faults, it is but himself—a shy, thoughtful, imaginative man, withdrawing from the world, not so much scornful of its ways as little caring for them or understanding them. Lacking the philosophical depth and the sense of form and style which distinguished Edward Rowland Sill, he yet had Sill's gift of pensive introspection, with a love of nature for

Courtesy of J. B. Lippincott Company.
THE YELLOW BUSKIN—PORTRAIT OF LADY ARCHIBALD CAMPBELL.
Whistler's "symphonic" name for this was "Arrangement in Black."
It is in the Wilstach collection, Philadelphia.

its own sake quite his own. His famous brother could not handle plants and flowers more lovingly than he. His poetry deals almost exclusively with the nature about him and his own moods in the face of it, and with the small but poignant ripples of his personal griefs."

The sonnet was his favorite medium, yet the volume does not contain one that is perfectly formed. "He either scorned or did not know the rules of the sonnet form. The sonnet mood, however, he knew very well, and could create with a kind of passionate dignity fourteen-line stanzas that make the poetry of his cousin Henry, included in every anthology, look trivial and commonplace." One of his lines speaks of his life as "well lost." Mr. Eaton asks:

"Would it have been lost if Tuckerman had possest a sense of style, or a care for style? . . . He was a poet by instinct, but not by trade. Too often his verse is valuable as the revelation of a personality to the curious seeker, not as music to the many. There is something precious, almost amateur, about it. There is a

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delicate Pharisaism in this sonnet, for instance, that may conceivably have grated on the sterner consciences of his neighbors:

"'That boy,' the farmer said, with hazel wand
Pointing him out, half by the haycock hid,
'Tho bare sixteen, can work at what he's bid
From sun till set, to cradle, reap, or band.'
I heard the words, but scarce could understand
Whether they claimed a smile or gave me pain;
Or was it aught to me, in that green lane,
That all day yesterday, the briers amid,
He held the plow against the jarring land
Steady, or kept his place among the mowers;
Whilst other fingers, sweeping for the flowers,
Brought from the forest back a crimson stain?
Was it a thorn that touched the flesh? or did
The pokeberry spit purple on my hand?"

The sequence with which the book closes is curiously intimate. Almost, says the writer, "it is a diary of the poet's moods of grief for the loss of the woman he loved." Here is a poem, "piercing and beautiful, worthy of a place," declares Mr. Eaton, "in Mr. Stedman's or any other anthology of American poetry":

"Again, again, ye part in stormy grief
From these bare hills and bowers so built in vain,
And lips and hearts that will not move again—
Pathetic Autumn and the writhled leaf;
Dropping away in tears with warning brief:
The wind reiterates a wailful strain,
And on the skylight beats the restless rain,
And vapor drowns the mountain, base and brow.
I watch the wet black roofs through mist defined,
I watch the raindrops strung along the blind,
And my heart bleeds, and all my senses bow
In grief; as one mild face, with suffering lined,
Comes up in thought oh, wildly, rain and wind,
Mourn on! she sleeps, nor heeds your angry sorrow now."

Of this Mr. Eaton says:

"It violates the metrical rule of the sonnet; but do not call it a sonnet, then, call it simply a stanza. Surely inspiration outweighs mere form. The bit of observation of the raindrops 'strung along the blind' gives it a pictorial vividness not unlike Rossetti, and 'the wet black roofs through mists defined,' also. It has passion, sincerity; it stabs."

But Tuckerman's predominant note is not elegiac, we are told, "rather is it a note of tender, wistful contemplation of the quiet New England countryside, a contemplation at once of its pictorial charm and of its meanings for the soul of Man."

THE "KING'S ENGLISH" NO LONGER

IN one of the sessions of the Continental Congress during the Revolutionary War an ardent patriot moved that we renounce the English speech of our British oppressors, and adopt a language of our own. Roger Sherman, of Connecticut, thereupon, moved to amend the resolution to read that we should retain English ourselves and compel the British to adopt some other language. Prof. Brander Matthews, who tells this story in *Munsey's Magazine* (January), calls attention to a movement, not so drastic as this proposed by the continental patriots, now being pushed by the American Language Legion. That body is sending out appeals to the American people urging them "to unite in calling the mother-tongue by the name of the children who speak it." The language is to remain English, but it is to be called American. Professor Matthews quotes a paragraph or two from the circular mentioned to this effect:

"Does not America's preponderance carry with it the privilege and the duty of renaming its own language and calling it the American language? The language itself has done no more for Americans than French or German would have done, were either of those our national language; on the other hand, Americans have done for the language this—they have practically made it the international language. Neither the language nor any name is necessary for our glory, but our nation-name, and exclusively ours, has become necessary for the language if it is to be designated by the full-defining term, the term which recognizes the teachings of the past and the sweep of present events.

"How much longer must the relative population, wealth, and power of the United States and Canada increase before it dawns upon us that *the American language* is the logically defining, the solely appropriate, the historically inevitable designation?—and that to call the giant language by a nomenclatural inadequacy is like cloaking the shoulders of a Hercules with the garments of a dwarf?"

While one tries to imagine the gasping stupefaction of a British reader of these statements, Professor Matthews reminds us that hostile critics in London periodicals have often asserted that the language which we now speak here in the United States is really American and not recognizably English. While they have pointed out "a host of abhorrent Americanisms," American writers have now and then retorted with a list of Britishisms. One American writer, he says, "had no hesitation in meeting the British animadversions on the use of our own language by admitting frankly that as a matter of fact we did not speak English any longer, we spoke American." He goes on:

"This bold man of letters was Mark Twain, in whose works we can find a chapter on the 'American Language,' in which he sets forth a conversation he once had with an Englishman whom he met thirty years ago when he was a 'tramp abroad.' He told this inquirer that the English and the American languages 'were identical several generations ago, but our changed conditions, and the spread of our people far to the south and far to the west, have made many alterations in our pronunciation, and have introduced new words among us and changed the meanings of many old ones.' Then he proceeded to give illustrations of these modifications of meaning and of pronunciation; and finally he declared, with characteristic exaggeration, that he could pile up differences until he not only convinced his hearer that English and American are separate tongues, but also that when he chose to speak his native tongue in its utmost purity, an Englishman could not understand him at all."

Professor Matthews looks upon these words as "only a humorous overstatement." In reality, he thinks, the differences between British and American usage are "superficial and insignificant." He has at hand a proposition which he thinks should satisfy the *amour propre* of both branches of the English-speaking family and at the same time cover the facts in the case. Thus:

"American literature, properly considered, is only one of the subdivisions of English literature in the past hundred years. Whatever is written in English, if only it has lasting merit, belongs to English literature, whether the writer lives in London or Chicago, in Quebec or in Calcutta. The Alexandrian poets contributed to Greek literature, even tho many of them never set foot on the soil of Greece. M. Maeterlinck is contributing to French literature, even if he is a Belgian, just as Joseph de Maistre did, even if he lived and died a subject of the house of Savoy.

"But when we have maintained that American literature is a branch of English literature, we are not denying the advantage of calling it American literature, any the less, and of recognizing its origin and its special national flavor. And we shall come to see, in time, the further advantage of calling the other branch of our common literature, that still produced in the British Isles—we shall see the propriety of distinguishing this subdivision by calling it British literature. In adopting this adjective we should be doing no more than revive a practise common enough a century ago, when there were published various collections of the 'British Poets,' the 'British Essayists,' and the 'British Novelists,' thus broadly entitled that they might include the writers of Scotland and of Ireland.

"English literature as a whole has now, in the beginning of the twentieth century, two main subdivisions—British literature and American literature. They are both written in the English language, in the use of which they vary very little. In the nineteenth century British literature was adorned by many more glorious names than American literature, important as this is to us Americans. In the twenty-first century, probably the balance will incline the other way.

"The language of this literature is the English language, but it is not exclusively the 'king's English' any longer. As Mark Twain is reported to have said once, the language has been taken over by a company, and we Americans hold a majority of the stock."

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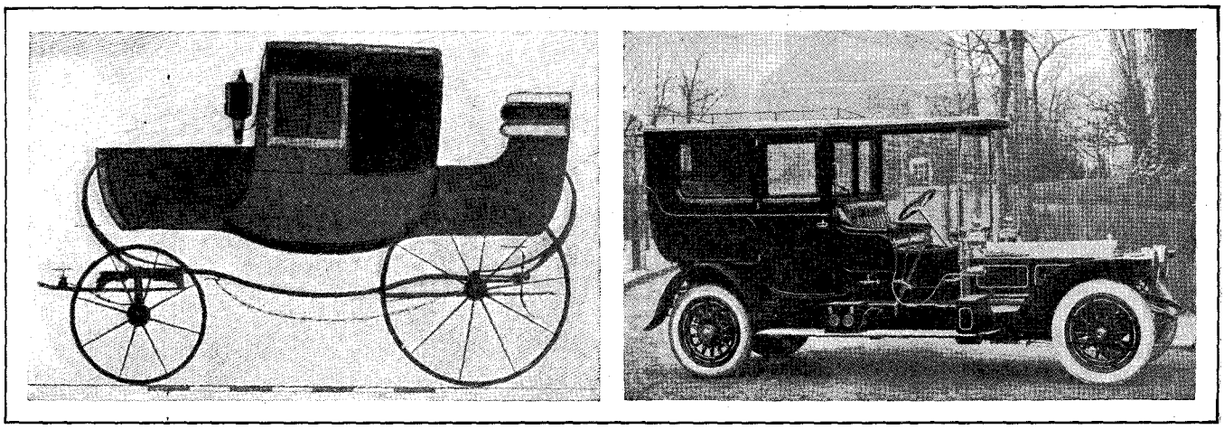

TRAVELING-CHARIOT BUILT FOR A FORMER DUKE OF NORTHUMBERLAND ABOUT 1808.

FIFTY-HORSE-POWER CAR USED BY THE PRESENT DUKE OF NORTHUMBERLAND.

THE PAST AND THE PRESENT.

MOTOR-TRIPS AND MOTOR-CARS

THE COST OF BUILDING A CAR

ONE of the well-known car-makers in Europe has undertaken to compile a series of percentages, showing what proportion each kind of raw material used in making a car costs the manufacturer. He has not undertaken to include in his showing the cost of the preliminary experiments, tools, patents, etc., which were necessary in order to establish the type of car manufactured. The model dealt with in the comparison is one that has already become popular and hence is regarded as "standardized," one for which the initial cost in the production has been "written off." The car chosen is a 14-horse-power chainless. The following is the table of percentages:

	Per cent.
Tires	21.7
Steel	10.6
Aluminum castings	9.2
Axles	8.4
Rubber tubing, aprons, nuts, bolts, etc.	8.2
Magneto and fittings	8.2
Ball bearings	7.4
Radiator	6.4
Chassis	3.8
Bronze castings	3.4
Forgings	2.8
Springs	2.6
Cast iron	1.8
Steel tubing	1.5
Paint work	1.4
Lubricating materials	1.4
Woodwork	1.2
	100.0

Commenting on these figures, a writer in *The Autocar* remarks that the proportion of tire cost "is somewhat astonishing." Inasmuch as the tire cost is governed by the weight of the car, the weight becomes an important item. In the car in question 1,300 pounds of various types of steel in the rough are required. Inasmuch as the price of steel can vary from a few pence per pound to two shillings or more per pound, "one can imagine what difference it can make in the cost of the car to use good or bad steel." Likewise, it may be said that the front axle, "a point on which rests the safety of the occupants of the car," is an interesting item. A good axle costs from $100 to $350, or even more, whereas a cheap one can be bought for from $10 to $15, the appearance of all being practically identical, even to the expert, on mere inspection. Discussing next items in manufacturing proper, the writer says:

"What is more expensive and important is the case-hardening and tempering, and then the necessary rectification of all the working parts. If these operations are not made, which is often the case in cheap cars, the machines at the beginning would certainly look identical, and the cheap one would run as well as, if not better and more silently than, a car more conscientiously made, but after a time all the soft moving parts would start to wear, and then the car would rapidly go to pieces, and it would be impossible to have it repaired. Case-hardening, tempering, and rectification are expensive operations, but they are the only guarantees against wear and tear."

General expenses such as sales expenses, advertising, etc., which come next in order, are items difficult to estimate, but in good firms are generally "in proportion to the amount of output." Two cars "absolutely identical in outward appearance and running equally well may vary," this writer says, "as to value and price as much as 40 per cent." Many buyers fail to realize the difference in cars implied in this difference in price. No mere trial of a car can give any guarantee. What buyers must depend on is "confidence in the firm they deal with and its stability and experience." In conclusion the writer says as to prices in future:

"The value of a good motor-car can not come below a certain sum, and, personally, we believe that the actual prices in the majority of cases are perfectly normal, and can not become cheaper, but will most probably go higher, as the manufacturers will shortly see that at these prices they can not make the necessary profit to keep alive an industry which has this drawback—that it rises and falls according to fashion."

Here may be added a compilation recently made by the *Journal* of the Royal Automobile Club, showing the number of motor-cars registered in the United Kingdom up to the end of September, 1908:

	Private cars.	Trade vehicles.	Public conveyances.	Motor cycles.	Totals.
England and Wales	63,240	11,172	5,461	57,472	137,345
Scotland	5,231	810	384	4,482	10,907
Ireland	2,910	122	35	3,072	6,139
Grand totals	71,381	12,104	5,880	65,026	154,391

NO GRAND-PRIZE RACE IN FRANCE THIS YEAR

Word comes from Paris that the Grand-Prize race will probably not take place this year. "Annihilation appears to threaten it," says a writer in *The Autocar;* "a thunderbolt has fallen from the blue," remarks the same paper again, and this has occurred "in the very earliest stages of its inception."

It appears that everything for the great race was in course of arrangement, the circuit having been chosen and the roads placed under special repairs involving considerable expense, when it suddenly appeared that many leading French makers had signed an agreement by which they

ZIGZAG ROAD LEADING TO A TUNNEL IN THE WESTERN ALPS.

SIGN-POST IN CALIFORNIA.

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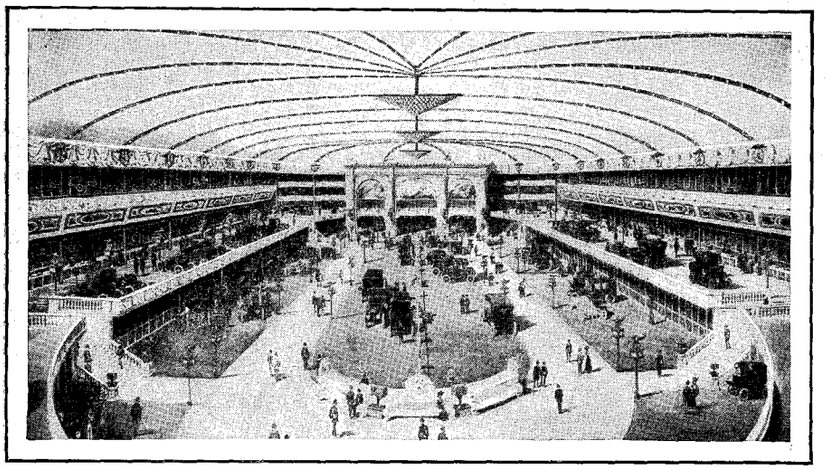

GENERAL VIEW OF THE MAIN FLOOR AS IT WILL APPEAR AT THE NINTH NATIONAL SHOW IN THE MADISON SQUARE GARDEN, JANUARY 16–23.

bound themselves not to take part in any race this year.

There is still a mere chance that the contest may take place, but this can be done only in case forty entries should be received. There are those who think the requisite number may be reached, altho many others take the contrary view—at least if the ten firms who have signed the pledge not to participate hold out in their determination. The entry list, however, is now open, the fees being the same as last year, which were $1,000 for a single car, $1,800 for two cars, and $2,200 for three.

Should the Grand Prize not be held, it is believed that the Voiturette race, scheduled for the same course on the preceding day, will have to be abandoned, since it would not pay to incur the necessary expenses involved. In all these circumstances, it is urged by *The Autocar* that a good international race on the Isle of Man becomes now all the more desirable. But should France abstain from an international race, "there will practically be no big event at all next year."

TWO SHOWS

At the automobile show which was opened at the Grand Central Palace in New York City on New Year's Eve about 300 manufacturers were represented, of whom 67 sent American cars, 14 sent foreign cars, 12 sent commercial vehicles, and 220 sent material and accessory exhibits. The prices of cars shown ranged from $450 to $15,000. An estimate placed on the total value of the exhibits reached $1,000,000. Among the cars shown were some which have won famous races, three of them being from the Savannah race. Alfred Reeves, the general manager of the association under whose auspices the show was given, is quoted by the New York *Evening Post* as having said of the business outlook for motor-cars during the new year:

"With a promised production of about 75,000 cars, it can be readily figured that 1909 will be the greatest year in the history of the automobile industry. There will be a trade in motor-cars and an interest in motoring that will surpass the expectations of even the most optimistic admirers. Yet withal there is not likely to be an overproduction of good cars, owing to the excellent demand for high-class machines at proper prices. There will be but little lowering of prices, altho in all cases a good deal more in the way of better material and construction will be given for the price than in 1908.

"The reasons for the great trade are the practical perfection of the motor-car, the reduced maintenance cost of the automobile of to-day, the making of cars in large numbers, the offering to the public of machines at reasonable prices, and the recommendations of thousands of automobile owners who have bought and driven cars during the past year or two with none of the difficulties or expense entailed in the machines of early years.

"At the automobile show in the Palace will be cars at prices ranging from $450 to $10,000, supplying a speed of from 25 to 75 miles an hour, and equipped with every conceivable style of body. Big and fast cars will continue to have a great sale, notwithstanding the wonderful success of the small cars.

"The small cars, however, can be purchased economically in large quantities, and the competition among American makers has brought the price within the reach of the great middle classes, which are the biggest purchasing power in this country.

"Aside from pleasure driving, the motor-car is now an absolute necessity for doctors, engineers, contractors, collectors, and others who have to cover big distances in or around the city. Atop of it all, the commercial vehicle offers an unlimited field for business.

"It is estimated that there are now about 150,000 automobiles in America, yet the fact that a million buggies a year were made and sold by the buggy manufacturers for about four years, while a half a million were disposed of during 1908, supplies a fair indication of the possibilities for automobiles for general use.

"Altho comparatively a new industry, the motor-car trade is now on a very substantial basis. There have been great sums of money expended in experimenting and producing the very best before offering it to the general public. While there will be improvements in the future, it can safely be said that the automobile of 1909 is very close to perfection in a road vehicle. Owing to modern methods of manufacture and similar conditions, the motor-cars of to-day offer more for the money than was deemed possible a few years ago."

Later in the month (January 16–23), will be held the Ninth National Show of the Association of Licensed Automobile Manufacturers. This exhibition is distinct from the one at the Grand Central Palace in that it is confined "to standard gasoline cars licensed under the Selden patent." Of such cars on the market there are 32. Of electric cars exhibiting it is expected that there will be 11, and of steam cars 1. Extensive exhibits will also be made by the manufacturers of accessories, as well as motor-cycles, commercial vehicles, taxi-cabs, etc.

MILLIONS FOR GOOD ROADS

The movement for good roads in Pennsylvania does not slacken. By the end of 1907, 325 miles had been built or reconstructed, and 221 miles more were under contract. During 1908 the 221 miles were completed and nearly 200 additional miles also built. The State now has over 700 miles of new or reconstructed highways. In the annual report of the Highway Commissioner, recently made public, it is recommended that an appropriation be made each year of from $4,000,000 to $5,000,000, and that this sum be continued for 10 years. In this report is printed a series of important maps, showing in red the roads rebuilt under the Good Roads Act of the State. Commenting on this report a writer in *Motor Age* says:

"While these stretches are widely scattered, it is easily seen how they can be connected to form continuous highways in many counties, and the prediction is made that if the roadbuilding of Pennsylvania is carried on for the next five years at the rate now going on these roads will be joined. The report, dealing entirely with operations of last year, does not refer to Governor Stuart's proposed highway across the State, altho Highway Commissioner Hunter has in the last few weeks conferred with the governor about the details of his project.

"Illustrations show the work done by the department, including difficult special operations, and how dust-laying experiments are conducted, in addition to several to illustrate the stimulation given to local effort by the work of the State. These photographs, taken by Deputy Commissioner Beman, show how supervisors of Valley township, Montour county, sprayed dust-layers with ordinary tree-spraying apparatus and secured good results, and how in Turbot township, Northumberland county, supervisors cut off the top of a hill to ease a sharp grade on a curve. Another shows how the road was built around Tioga county's famous elm in Jackson township to preserve the tree. The statistical portion shows that in building roads the State expended to the date of the report $3,333,726.86, or $10,295 per mile, counting in bridges, culverts, and drains. The cost of engineering was 2.1 per cent. of the total cost, of inspection 3 per cent., and of extras

PRINCESS SAID BEY TOUSSOUN OF TURKEY, AT THE DRIVING WHEEL OF HER SIX-CYLINDER CAR.

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11 per cent. The work was done in fifty counties. At the end of the year there were 1,697 applications on file, calling for 3,339 miles of road."

The report also makes reference to the proposed rebuilding of the national pike, or Cumberland road, in the southwestern portion of the State, and urges an appropriation to put it in fine condition. It appears that the money derived from motor-car licenses after deducting expenses was $39,729.96. This income was used for rock-tests and trials of dust-layers.

MARKING HIGHWAYS

Commendation, with explanatory details, is given by *Motor* to the work done in California by the Automobile Club in marking the main highways and principal byways within a radius of 250 miles of San Francisco. Of the methods adopted the writer says:

"It was finally decided to adopt the plain, simple method of marking the directions with the names of principal towns rather than to adopt the method of marking by emblematic signs, which are of use to motorists only. It was also thought that this method would lead to a continuance of the work in the same manner by boards of supervisors, who could scarcely be expected to follow the emblematic method of marking.

"The next step was to select the most suitable type of guide-posts. It was decided to adopt a post of all-metal construction, notwithstanding its considerably greater cost. The metal is so carefully preserved against corrosion as to insure its lasting for many years to come, the post being very thoroughly coated both inside and out by dipping in asphaltum paint. The post is made of 2-inch standard pipe which is threaded at one end to receive the cast head suitable to the locality at which the post is placed. There are four types of these heads, designated as 'cross,' 'tee,' 'Y,' and 'ell,' and it is obvious that these heads will be used to mark cross roads, intersecting roads, branch roads, etc., depending upon the most suitable type of head for use at the particular location. In order to insure economy and to save waste of material, it is necessary to limit the length of the pipe portion of the post to about 10 feet, as it is difficult to secure pipe in lengths greater than about 20 feet, and from a pipe of this length two posts can be cut. In planting the post it is buried in the ground for about 2 feet, thus leaving about 8 feet above ground, and as the pipe is surmounted with the fixture holding the sign, it places the latter well out of reach, and at about the right height to be readily caught by the eye. These signs are of uniform size, 9 in. wide and 24 in. long.

"To insure stability, the post, before being planted in the earth, is provided with cross bars of $\frac{5}{8}$-in. round iron at the bottom, these bars being 12 in. long, and passed at right angles through holes drilled through the pipe. These bars not only provide a base support, but also prevent the turning of the post either by accident or intention. Just below the surface of the ground a cast-iron winged socket is placed around the post for the purpose of firmly holding the post in place, and without which it could very easily be loosened by shaking or wind pressure on the signs.

"To the cast-iron heads surmounting the posts are attached the direction signs, which are made of No. 16 gage metal with $\frac{1}{2}$-in. flanged edges turned at right angles to the main body of the sign in order to insure rigidity. The signs are cut with a point upon which is placed an arrow indicating the general direction.

"The signs which are now being made are of enameled steel, the background being in white and the letters in black, and the letters of very clear block type. In attaching these enameled signs to the cast-iron heads, it is necessary also to use brass bolts to provide against corrosion, and it is necessary also to use a lead washer between the enameled sheet and the nut in order to prevent the grinding away of the enamel when the nut is tightened."

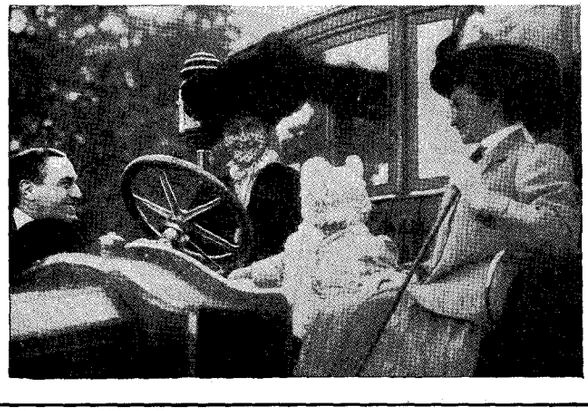
VIEWS OF THE SAVANNAH RACE

An article in the nature of a friendly criticism of the recent Grand-Prize race over the Savannah course has been written by Victor Breyer for *Motor Age*. M. Breyer is prominent among French automobile experts. Last year he was in charge of the general management of the great race at Dieppe. His impressions of Savannah gain further interest from the fact that he is probably the only person who witnessed all three of the noted international races held in 1908—the one at Dieppe, the one near Bologna, and the Savannah race. He did not witness the Vanderbilt-cup race, but this, to a European, would not be classed, he says, as an international affair.

M. Breyer says that, in comparison with the others, the race at Savannah may be viewed favorably "both in regard to sporting interest and management." He doubts if there ever was a better conducted race, and is sure he never saw one. Some minor points in the race and the course he thought defective, but they were fewer than at Dieppe or Bologna. He was particularly imprest by the accommodations afforded to newspaper men. It "seemed a perfect treat to work with such facilities, comfortably seated in front of a desk, with a splendidly clear view of the course and all information supplied." Indeed, he found these conveniences so great that he was led to cable to Paris the name of the winner before the race was run! As matters turned out, he had made a mistake, a final spurt having changed what seemed a certainty when he sent the cable. But two minutes afterward he was able to correct his error. He notes also the superior manner in which the course was guarded and kept clean, but of the course itself he writes not altogether favorably:

"It certainly was a tricky course on account of all the sharp turns, and now that it is all over, I wish to confess that I had my fears about accidents. Not only me, but the competitors themselves, and this is clearly shown by the fact that during the evening before the big race, two of the most prominent among the French drivers —everybody will understand me omitting names—gave me all necessary instructions in case something should happen them. At the same time three of the mechanicians started a $100 pool, the proceeds of which were to go to the widow of whoever happened to be killed in the race. All this would look ghastly enough if the event were not over and we did not know that no really serious mishap was recorded. This goes to show not only what skill must drivers in a big race possess, but also that even those speed monsters called racing motor-cars are marvels as far as running, reliability, and control go. Now, again, the course was exceedingly well arranged. Of course, it was tricky and difficult and reduced the speed very much."

The manner in which the course was oiled receives his commendation. On the home stretch not "a speck of dust" was to be seen, even when three cars were tearing over it. In Europe dust is still a great nuisance at races. At the contest in Dieppe "despite liberal tarring, it was simply terrible." He approves also of the short circuit as compared with longer ones employed in Europe. In 1906 the Grand Prix was raced over a course 63 miles long; at Dieppe the course was 48 miles, whereas at Savannah it was only about 25; the



By courtesy of "Motor."

MRS. CLARENCE H. MACKAY AT THE WHEEL OF HER CAR.

By courtesy of "Motor."

JOHN D. ROCKEFELLER GOING TO HIS POLLING-PLACE IN NEW YORK CITY, NOVEMBER 3, 1908.

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PRESIDENT-ELECT TAFT AND HIS FAMILY IN HIS OWN MOTOR-CAR.

latter M. Breyer believes to be much the better length. The regular correspondent of *Motor Age*, in his comments on the Savannah race, cites as reasons for the failure of American cars, the following:

"American cars lost for two reasons—they were not ready for the race and were underpowered. National, Acme, Chadwick, and Buick put in stock machines. Lozier had a new racing car that was fresh from the factory with not enough running to put it in shape, and the Simplex had been altered before reaching Savannah simply by adding larger cylinders to the stock chassis. As the race proved, it is useless for medium-powered stock machines to compete with high-grade racing locomotives built by the foreigners and by the performance of which the status of the motor-car industry in their countries is gaged.

"If America hopes to promote international races next year and expects the cream of the racing talent from across the water to compete, it must build cars to meet the foreigner and not make a ridiculous showing by entering in a half-hearted, half-prepared condition and not finishing the course. The performance made by American cars in contrast with the work shown by the foreigners is not a true estimate of the standard of the American cars. The foreigners were ready to race a week beforehand; the Americans were not ready when Starter Wagner gave the signal at 9:45 this morning."

The same writer refers to the speed obtained at Savannah as a disappointment. Many persons had counted on "a 70-mile-an-hour clip." The many sharp turns in the course killed fast traveling. The course itself was in the best possible condition, except that a little too much oil had been deposited in certain places. The pace recorded was slightly in advance of 65 miles an hour only.

AN AUTOMOBILE RACE IN CUBA

During the last week in January, a race embracing over 400 miles will take place in Cuba. It will be under the management of the Savannah Committee, the Automobile Club of America having refused to take charge of it. Some of the members of the Contest Committee of this club have, however, consented to look after the race, altho in an unofficial capacity. The chief reason, and perhaps the only one, for this refusal on the part of the Club was the fact that the Club had pledged itself to withdraw from the promotion of races after the Grand-Prize race had been run at Savannah.

The race in Cuba will be held in honor of the retirement of Governor Magoon. The course embraces 45 miles on the outskirts of Havana, this course to be covered ten times. Soldiers will be employed to guard it, these men being United States regulars and Cuban Rural Guards. A writer in the New York *Evening Post* adds to the above details, the following:

"A large field of entries is expected, and it is thought that this will include two foreign cars which the Americans who witnessed the Savannah contest did not have the opportunity to see. These cars will be the Panhard, which André Massenat is expected to enter, and the Mercedes which it is expected will be entered by the factory. The rest of the field will be made up much as was that at Savannah. It is thought that the Benz team, with Hemery as the master pilot, will compete, and that there will be one Fiat, which Nazarro will drive; two Clement-Bayards, with Lorraine-De Dietrich, driven by Duray; three Italas, with Cagno in charge of the camp, and an English Austin.

"There is a big sale for high-priced foreign cars in Cuba, the explanation being that a low tariff puts the foreign makes on an even selling level with cars of American manufacture, which probably accounts for the willingness of foreign houses to enter cars in the Cuban event. Among American cars it is hoped that the Simplex and Chadwick will endeavor to retrieve the ill fortune at Savannah by entering the Cuban race."

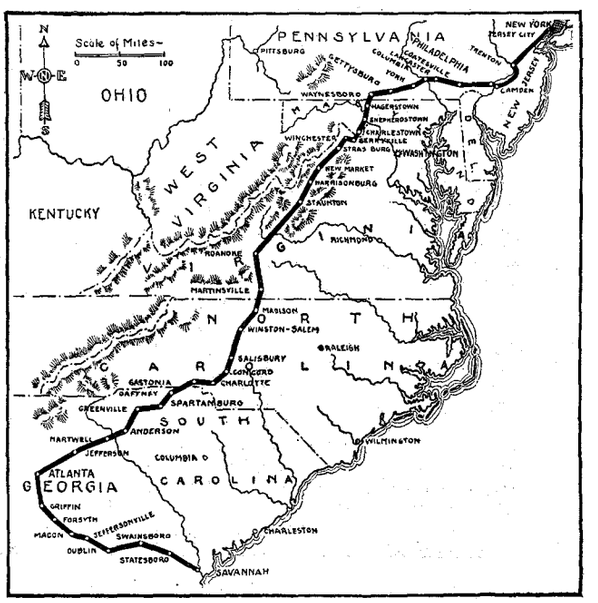
THE COMING OF THE SMALLER CAR

An appreciation of the small four-cylinder car appears in a recent number of *The Autocar*. This type has been one of the features of the British Olympia show. By a small four-cylinder car is meant a car with engines "in no case exceeding 110 mm. in stroke and with the wheel-base of 8 to 9 feet outside." The writer says that the number of good makers turning out this type of car has become larger than ever before. With few exceptions, the cars have high-speed engines "and are delightful little machines in every way." It is observed that a good deal of misunderstanding prevails as to this type of car.

"Some people talk and write as tho the increase in the numbers of these low-powered four-cylinder cars spelled the doom of anything larger. Indeed some go so far as to assert that the majority of people who have hitherto used and owned larger cars will no longer buy larger vehicles, but will content themselves with the smaller type. This is quite a mistake, and, while there is no doubt that the very large and very powerful car has been overdone, it is an even greater mistake to fly to the opposite extreme. We assert without fear of contradiction that the man who has owned and driven, say, a four-speeded four-cylinder car with a four-inch by five-inch engine or, for the matter of that, an engine somewhat smaller, will never be contented with a little three-speeded four-cylinder car.

"It is not a mere question of speed on the flat or down long slightly falling grades. Many of these little cars are capable of a very high maximum speed under favorable conditions; but, on the other hand, when it comes to hill-climbing or working on heavy roads and against strong winds they do not, and can not, compare favorably with the somewhat larger and higher-powered types. Then, again, altho they are capable of very high speed, they are not comfortable when hard prest. In the first place, there is an undue commotion in the bonnet, as the engine is revolving at a very high rate indeed, and, what is perhaps more important, their comparatively small tires and light weight make them distinctly uncomfortable as compared with the more ambitious vehicle if the road

(*Continued on page 68*)



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A ROUTE MAP, NEW YORK TO SAVANNAH.

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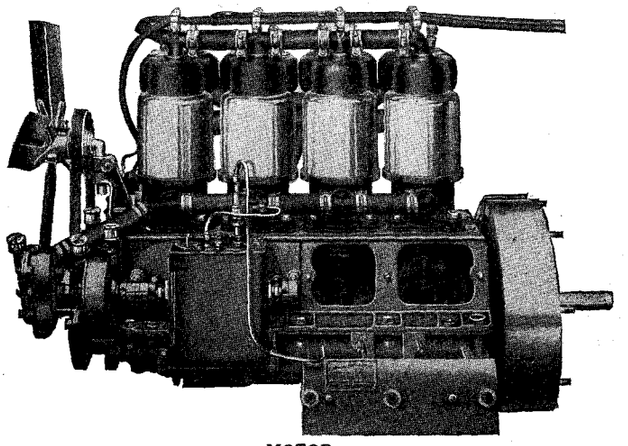
A little study of conditions existing in the plant which make it possible to produce the high grade Cadillac Thirty to sell at $1400

Cadillac



MOTOR

The Cadillac Thirty motor is of the four cylinder four cycle type, 4 inch bore by 4½ inch piston stroke and by dynamometer tests develops 30 actual horse-power. It is the product of that department of our plant which during the past eight years has made more high grade gasoline motors than any other establishment in the world.

This motor is not new. It is simply an evolution. It retains basic principles which have made Cadillac motors famous the world over. The cylinders are cast individually as are also the valve chambers, the latter being attached to the former by right and left threaded nipples. The system of copper jacketing the cylinders, which was originated by us and which has always been a feature of Cadillac motors, is retained in the Thirty.

On the one hand you have the car of known excellence which naturally seeks to justify its higher price.

On the other, the Cadillac Thirty, issuing from a factory whose word you are warranted in accepting when it says that the higher price is no longer necessary.

To enable you to advise yourself—a few salient facts about the Cadillac plant have a direct bearing upon the subject under consideration.

Ninety-five per cent of all the parts which enter into the construction of the Cadillac Thirty are manufactured in the Cadillac plant.

The Cadillac Company maintains its own brass and iron foundries; its own pattern shops; sheet metal shops; machine shops; gear cutting plants; painting, finishing and upholstering departments.

It makes the magnificent motor illustrated above; and makes even the little bolts, nuts and cap screws which go into that motor.

It manufactures its own transmissions, its own radiators, its own hoods and its own fenders.

Every one of the millions of pieces made each year passes through the hands of a corps of trained inspectors whose watchword is—precision and perfection.

The expenditure for tool maintenance alone in the Cadillac plant amounts to as much as $60,000 in a single year.

The Cadillac Company operates its own tool making department in which are made the special jigs, tools and dies used in the manufacture of the Cadillac Thirty.

So accurately is every part finished that thousands of pieces of a kind with thousands of pieces of other kinds, are sent to the various assembling departments and there united without so much as the use of the finest file or emery cloth.

In fact, "special fitting" is forbidden. The limits of measurements in many parts of the Cadillac motor, transmission, etc., is specified to the one-thousandth part of an inch.

More than 500 specially designed automatic labor-saving machines which enable one man to do with greater accuracy the work of four or five or maybe ten, cut a tremendous figure in reducing cost on an output of ten thousand cars.

Two complete and separate mechanical organizations consisting of 3200 men are working continuously night and day on this same output of ten thousand cars.

It has always been admitted that the Cadillac was the most perfectly standardized car in the world—that its interchangeability of parts was practically absolute.

Now the plant that achieves perfect standardization likewise produces the most perfect running car, provided, of course, the motor and the other vital parts are competent.

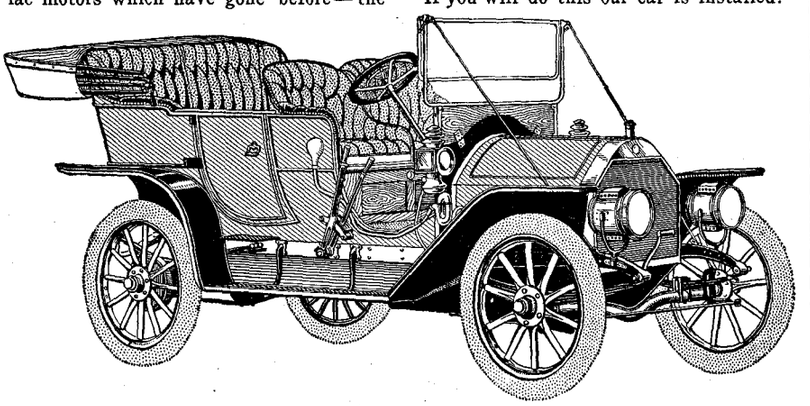
The Cadillac motor, as you well know, bears a reputation without flaw or tarnish. Twenty thousand Cadillac motors are and have been for four, five and six years operating all over the world, and so far as we know not one has ever gone out of commission.

The Cadillac Thirty motor is direct heir to all the virtues of the 20,000 other Cadillac motors which have gone before—the most perfect motor the Cadillac plant has ever produced.

Bearing in mind the output of 10,000 cars and the continuous force of 3200 men and 500 automatic labor-saving machines, and the perfect standardization produced by manufacturing all the parts, you will begin to understand why the Cadillac Company is able to build a high grade car to sell at $1400—a car which in all probability no other plant in the world could build and sell for less than $2500.

The next step is to see the car (it will exceed your highest expectations in dignity, proportion and richness) to ride in it at any reasonable speed up to and above 50 miles per hour; to examine carefully the engine and the mechanism and then to put it into active road competition with any higher priced car you may choose.

If you will do this our car is installed.



THE CADILLAC THIRTY—4-Cylinder; 5-Passenger; 30 H. P. Including three oil lamps and horn, $1400, F. O. B. Detroit

THE CADILLAC MOTOR CAR CO., Detroit, Michigan

Member Association of Licensed Automobile Manufacturers

In New York, Cadillac will be exhibited only at Madison Square Garden Show, January 16-23; and in Chicago at the Coliseum, February 6-13

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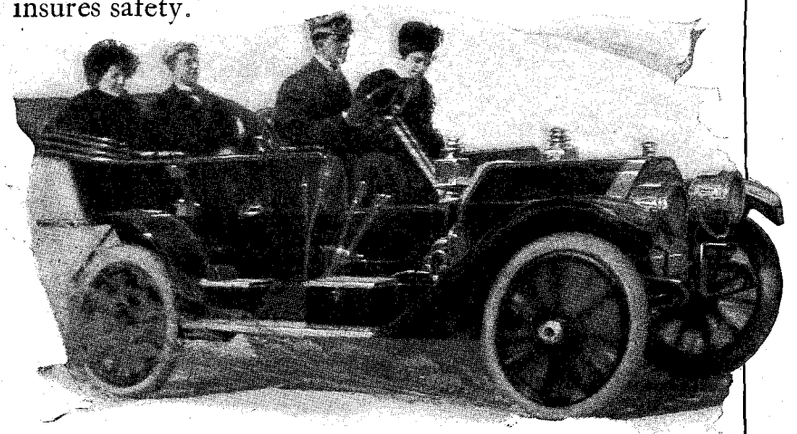
TO enjoy the exhilaration of speed, with physical comfort and mental assurance of safety, is one of the many privileges of Oldsmobile owners. Perfect spring suspension and shock-absorber equipment insure comfort. Strength-for-emergency construction insures safety.



It is also the privilege of the Oldsmobile owner to drive a silent car, of easy control and beautiful design; a car just as ready for a cross-country run as for a boulevard parade. For ten years the Oldsmobile has been a known quantity—for ten years performance has always equalled promise—and the 1909 car is no exception. Four-cylinder touring car or roadster $2750. Six-cylinder cars $4200. Details sent on request.

Member Association Licensed Automobile Manufacturers

OLDS MOTOR WORKS
Lansing, Michigan

The Oldsmobile Co. of Canada, Limited, 80 King St., E. Toronto, Ontario.

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Think of it! 20 horse-power, 4-cylinder, vertical engine; air or water cooled; rubber tired; $425; 12 h. p., $325; 4 h. p., $250. Don't pay more for an imitation of less power. 5 years of "Success." Over 800 in use. Write Today for Catalogue.

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Established 1883

E. J. LANDER & CO., Grand Forks, N. D., or Security Bank Bldg., Minneapolis, Minn.

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page 66*)

is at all rough. There is no doubt that the medium-power and size car has replaced the very large and heavy type of vehicle in many instances simply because of its cheaper upkeep, but to assume that the medium-powered car in its turn will be displaced by the little four-cylinder car is a mistake."

Of the real and large future that exists for this type of car the writer goes on to say:

"In the first place, it will undoubtedly appeal to many motorists and would-be motorists of moderate income who can not afford larger cars, but who would not think of buying anything but a sound four-cylinder car. In the second place, as a two-seated runabout with a higher gear the small four-cylinder car is a delightful vehicle, and already a number of such cars have been made and sold in the form of two-seaters. Thirdly, when geared low and fitted with bodies of the light landaulet type, so that they are more or less like private motor-cabs, the small four-cylinder cars will have a great future for town work. They will appeal to a number of people who have not hitherto bought motor-cars, but who want a smooth-running car which can be used either as a closed or open vehicle, and who do not mind it being slow on the flat on account of its low gear and slow uphill on account of its small power and heavy load. This class of user, tho quite a large one, has hitherto been very little catered for. No one rejoices more than we do to see the growth of the interest taken in the small four-cylinder car, and we do not want to see its future temporarily jeopardized by its possibilities being exaggerated."

A SINGLE-CYLINDER'S ACHIEVEMENTS

On the Brooklands course in England a few weeks ago a trial was made of a single-cylinder car which, according to *The Autocar*, resulted in some marvelous speeds being attained. The engine, a single-cylinder, had a stroke of 220 mm. The horse-power was six. Other details are given as follows, with the results of the trial:

"Records were established for half a mile (flying start), 50 miles (flying start), one hour, and 100 miles (flying start). The car in question created world's records for a car of the voiturette type. It ran under conditions conforming with the Grand Prix des Voiturettes. As a matter of fact the car weighed, minus passengers, water, petrol, or tools, 750 kilos (14 cwts. 2 qrs.), whereas the voiturette race conditions only stipulated a minimum of 600 kilos. It is the actual car which won the Coupe des Voiturettes last September.

"An outstanding feature of the trial was the consistent running of the car. The fastest lap (the seventeenth) it accomplished in 2m. 30s., and the slowest (the last) in 2m. 39s. The average lap times varied between 2m. 31s. and 2m. 33s. The tires stood up well, and gave not the slightest trouble.

"The results were as follows: Half-mile (flying start).—Time, 27.075s.; rate of speed, 66.48 m.p.h. Fifty miles (flying start).—Time, 45m. 54.247s.; rate of speed, 65.353 m.p.h. One hour.—65 miles, 755 yards. Hundred miles (flying start).—Time, 1h. 31m. 53.452s., this representing an average rate of speed of 65.295 m.p.h.

When Sleep Fails Take
HORSFORD'S ACID PHOSPHATE
Half a teaspoon in half a glass of water just before retiring brings refreshing sleep. Quiets the nerves.

Our readers are asked to mention THE LITERARY DIGEST when writing to advertisers.

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A ROUTE SOUTHWARD

Elsewhere in this issue appears (page 66) a map for tourists from New York southward. The map will be found good also from other northern points, from which could be formed connections either at New York, Philadelphia, or Washington. This route was employed by the majority of car-owners who were present at the recent race in Savannah. It is presented here now because of its interest to owners who may go southward during the winter. Mr. R. H. Johnston compiled this map. Approximately it embraces 1,275 miles. A considerable part of the route Mr. Johnston toured over some two years ago. Another part, that between Atlanta and Roanoke, he covered in the autumn of this year. The mileage as measured by him with the speedometer is given as follows:

	Miles.
New York to Philadelphia	108
Philadelphia to Gettysburg	120
Gettysburg to Hagerstown	34
Hagerstown to Winchester	53
Winchester to Staunton	93
Staunton to Roanoke	88
Roanoke to Winston-Salem	121
Winston-Salem to Charlotte	85
Charlotte to Anderson	148
Anderson to Atlanta	136
Atlanta to Macon	102
Macon to Savannah	186
Total	1,274

Mr. Johnston's general plan was to keep as far away from the Atlantic coast as possible. It will be noted that the route runs parallel with the coast from Gettysburg to Atlanta, altho many miles inland, until Atlanta is reached, whence it turns eastward to Savannah. An advantage in this plan is, on the one hand, that it keeps the tourist away from "innumerable unbridged streams, creeks and inlets," and, on the other, that it avoids the crossing of mountains.

The proportion of macadam roads found was unexpectedly large, the number having increased season by season in recent years. The worst roads were found in Georgia, the last 150 miles to Savannah involving, in periods of heavy rain, the fording of streams and over-flown stagnant water. Much of the tourist's comfort in roads

THEN AND NOW

Complete Recovery from Coffee Ills.

"About nine years ago my daughter, from coffee drinking, was on the verge of nervous prostration," writes a Louisville lady. "She was confined for the most part to her home.

"When she attempted a trip down town she was often brought home in a cab and would be prostrated for days afterwards.

"On the advice of her physician she gave up coffee and tea, drank Postum, and ate Grape-Nuts for breakfast.

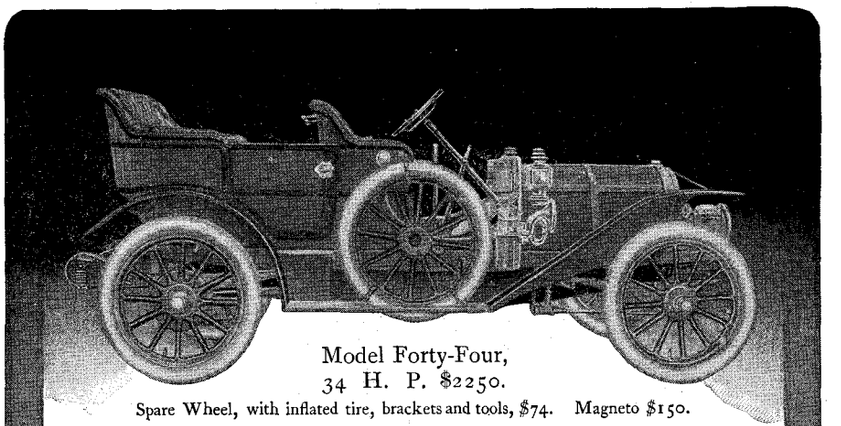
"She liked Postum from the very beginning and we soon saw improvement. Today she is in perfect health, the mother of five children, all of whom are fond of Postum.

"She has recovered, is a member of three charity organizations and a club, holding an office in each. We give Postum and Grape-Nuts the credit for her recovery."

"There's a Reason."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

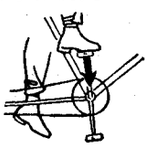


Model Forty-Four,
34 H. P. $2250.

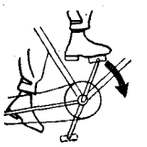
Spare Wheel, with inflated tire, brackets and tools, $74. Magneto $150.

THE OFFSET CRANK SHAFT

Most automobiles develop sufficient power when they are traveling at a *high* speed. The greatest need is for power at *slow* engine speeds. Rambler Model Forty-Four can be operated smoothly and steadily at *three* miles an hour on *high* gear. This is because of the offset crank shaft.



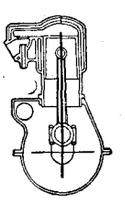
Corresponds to position of piston in ordinary engine at explosion center.

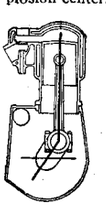


Corresponds to position of piston in Rambler engine at explosion center.

Rambler

The Car with the Offset Crank Shaft





Ordinary Engine. Position of piston at explosion center. Explosion exerts no turning effort to crank shaft. The dead center wastes energy. Shock falls on bearings.

***Rambler Offset Crank Shaft.* Position of piston at explosion center.** Full power of explosion exerts turning efforts to crank shaft. Dead center eliminated. No energy wasted. No shock to bearings.

Seven passenger model, forty-five horse power with offset crank shaft, $2500. Other models, $1150 to $2500. Write for catalog describing Rambler offset crank shaft, Spare Wheel, straight line drive and other features of the new Rambler.

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Togards are sanitary and washable. They are made of fine soft yarn, natural color—no dye to infect the foot. Sold only in sealed wax envelopes at **10 cents** a pair; 3 pairs for 25 **cents**; 12 pairs for **$1.** Made in men's, women's and children's sizes.

Why not save a lot of darning; and save money too?

If your dealer does not sell *Togards*, we will supply you on receipt of price, and the size of your shoe.

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when going south depends on the weather. When it rains many roads scarcely deserve the name, but when the sun shines the tourist forgets imperfections. He is always sure of a cordial welcome, however, even in farming districts, but he must not forget his responsibilities as a pioneer in a method of locomotion "to which neither man nor beast has as yet become thoroughly accustomed." Mr. Johnston, in *The Travel Magazine* says in detail of his experiences:

"We covered a total distance of 120 miles between Atlanta and the South Carolina boundary. Almost all of the going was over rather poor roads, alternately of clay and of heavy sand. But it is a safe prediction that, within a few years, Georgia will have a splendid system of highways, such as even now can not be found in three or four of the counties in which large cities are located. The change is being brought about, not because of an irresistible popular sentiment for good roads, but because of the recent overthrowing of the 'convict-lease system.'

"In South Carolina the roads were evidently laid out by surveyors, with the result that they wind easily up and down hill. I might say here that there is absolutely no level country between Atlanta and Roanoke. One is continuously climbing or coasting. Fortunately, the 'water-break'—that formidable characteristic of the mountain roads of Pennsylvania and other northern States—has never been introduced into the South.

"All the way from Atlanta we had been in a cotton country—in fact, we had seen little else being raised. The farmers' wagons we had seen were all loaded with cotton or with cotton seed—the cotton being taken in bulk to the gins and then in bales to the towns for shipment. Starting about at Greenville, we noted a new phase of the cotton industry, namely, the cotton being made into cloth at the point of production, instead of being shipped to Fall River or to Manchester. The advent of the cotton-mill has created the 'New South.' The profits of manufacturing have been kept at home and have been added to the more precarious profits of agriculture. As a result, the southern mill town shows all the evidences of prosperity to be observed in similar communities in New England.

"Continuing northward through the region where 'Cotton is King,' we followed the route of the Southern Railroad through Chick Springs, Duncan, Spartansburg, Gafney and Blacksburg, and finally crossed the State line into North Carolina near the little town of Grover. Next we passed near the foot of historic King's Mountain, and then came Bessemer City. Just beyond Gastonia, the next town, we came onto as fine a macadam road as motorist could wish for. We made fast time into Charlotte,

Pears'

A soap is known by the company it keeps. Pears' is found in good society, everywhere.

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Scented, or not, as you prefer.

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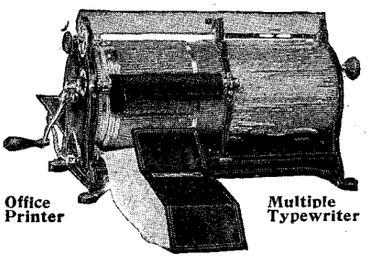
Can Save You on Printing Bills



Office Printer — Multiple Typewriter

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Send us samples of a few of the printed forms that you are now using, and tell us the quantity of each that you use annually. We will give you free of charge or obligation, accurate estimates on the cost of producing these same forms in your own office, on the Multigraph. Then you can compare our figures with the prices you are paying for outside printing, and see for yourself how much the Multigraph can save you.

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The Multigraph also typewrites form letters that are identical with the work of a regular high grade typewriter. It turns out copies faster than any duplicating device, and each copy is a perfect ribbon-printed original.

Send Us Samples of Your Forms

as suggested above and with our estimates we will send you a Multigraphed letter addressed to you personally, and a descriptive catalogue.

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Fits any lamp, gives 3 times light, costs 1-6 oil, 1-5 gas, 1-10 electricity. Everyone likes it. Agents wanted. Send for booklet and price list No. 9.
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slowing down only when we met the chain gang and steam roller at work, and when we crossed the Catawba River by ferry—another of those "automatic" affairs, such as above described.

"We had been on the lookout having been told that within a few miles we would strike a 'kalsomined' road. Charlotte is a hotbed of good-roads enthusiasm. Macadam roads radiate from it in every direction, and all those who visit that hustling city from the neighboring counties take back with them not only some of the enthusiasm, but also the kind of specific information that accomplishes results—for example, that the value of farm land immediately jumps ten dollars an acre as soon as it is connected with a town by a macadam road. From Charlotte to Salisbury, a distance of 46 miles, the road is mostly of macadam, and the few gaps that remain are to be improved within the next few months. After Salisbury came a 40-mile drive to Winston-Salem through a region where good roads are not yet a reality, altho the subject is one of considerable local agitation.

"The task which now lay before us was to cross the Blue-Ridge range of mountains and to reach the Shenandoah Valley. I will not soon forget that 60-mile journey from Martinsville to Roanoke. It rained continuously with almost tropical fury. The road, which probably is in fair condition in dry weather, was turned into a slippery mass of wet clay, and we could not make any progress without tire-chains. At the half-way point of this stage of our trip, Rocky Mount, we were confronted with a nice alternative as regards the choice of road. 'One road has one fording-place with a quicksand bottom, and the other has twenty-seven fording-places with gravel bottoms.' Without a moment's hesitation we chose the latter. Fording had no terrors for us, but quicksand is an element against which neither flexibility, nor tremendous power, nor great torque at low speeds can prevail. So on we dashed through the twenty-seven fords."

INTERESTING FACTS

Food Knowledge on the Farm.

With the Rural Free Delivery of mails, the farmer is as closely in touch with what is going on in the world, as his city brother.

What to eat, in order to get the best out of one's brain and body, is as important for the modern farmer as the manufacturer, business man or professional worker. An Ills. farmer writes:

"I am a farmer and was troubled with chronic indigestion for two years—suffered great agony and could find no permanent relief from medicines.

"A friend suggested that I quit using so much starchy foods, which are the principal cause of intestinal indigestion. I began to use Grape-Nuts and have continued with most gratifying results.

"Grape-Nuts food has built me up wonderfully. I gained 6 lbs., the first four weeks that I used it. My general health is better than before, my brain is clear, my nerves strong.

"For breakfast and dinner I have Grape-Nuts with cream, a slice of crisp toast, a soft boiled egg and a cup of Postum. My evening meal is made of Grape-Nuts and cream, alone.

"This diet gives me good rest every night and I am now well again."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

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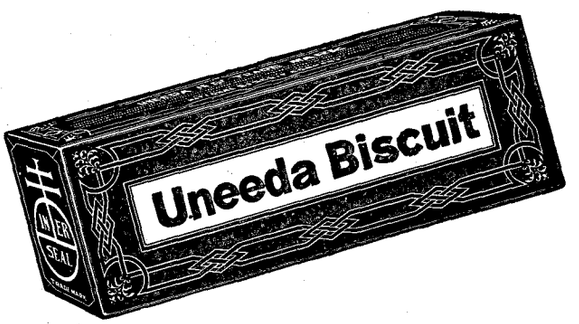
What makes them the best soda crackers ever baked?

What makes them the only choice of millions?

What makes them famous as the National Biscuit?

National-Biscuit-Goodness—

Of Course!



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Set the indicator at the desired degree, put on coal and this regulator will keep the temperature uniform, insuring ***comfort, health*** and **economy of fuel.**

With Time Attachment the temperature can be changed at any pre-determined time to the degree desired.

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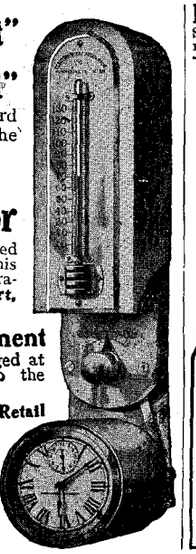

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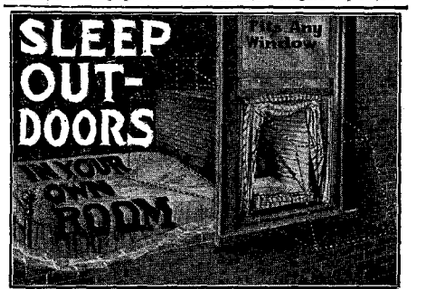

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Shawknit
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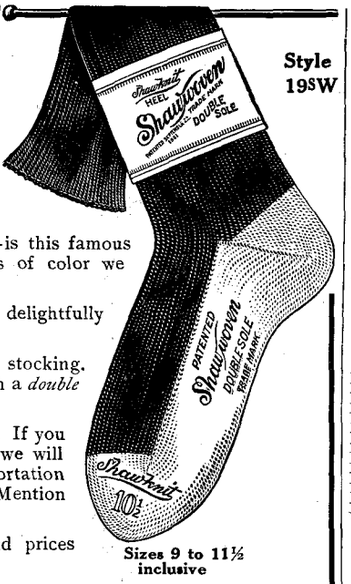
Socks for Men



Style 198W

For a good, honest sock—*the best for the price*—is this famous brand. For comfort, durability, style and fastness of color we invite comparison—the true test.

Shawknit socks wear longer, are seamless and delightfully soft to the feet. *Ask your dealer.*

We show herewith style 198W—our split-foot stocking. Medium light weight cotton, solid black uppers with a *double sole of natural cream colored Egyptian cotton.*

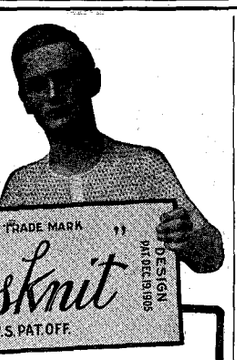
The price is 25 cents per pair or six pairs for $1.50. If you cannot procure the above style from your dealer, we will fill your trial order upon receipt of price. Transportation charges prepaid anywhere in the United States. Mention size when ordering direct.

Our colored catalog, showing styles, weights and prices *sent free* for the asking.

Sizes 9 to 11½ inclusive

SHAW STOCKING CO., 4 Smith Street, Lowell, Mass.

By This Label I Know



The Coolest Underwear Ever Made for Summer Wear

Elastic, perfect-fitting, durable—and feels so comfortable. You can get genuine "Porosknit" *only* with *this label* in it.

For Sale Everywhere

For Men { 50c ea. Shirts and Drawers 25c ea. } For Boys
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Get "Improved," no tacks required.

Wood Rollers *Tin Rollers*

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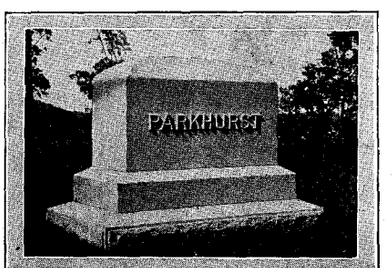
The Leading American Seed Catalog for 1909!

THE "SILENT SALESMAN" of the World's Largest Mail-Order Seed Trade is a **New BOOK of 174 pages.** It describes Rare Novelties which can not be had elsewhere and tells the *plain truth* about the Best Seeds that can be grown,—as proved at our famous FORDHOOK FARMS,—the largest and most complete Trial Grounds in America. Handsomely bound in covers lithographed in nine colors it shows, with the beautiful colored plates (also in nine colors) Seven Choice Novelties in Vegetables, Three Superb "Spencer" Sweet Peas and the most beautiful New Giant-flowered Pansies,—all accurately painted from nature. With hundreds of illustrations from photographs and carefully written descriptions it is A SAFE GUIDE to success in the garden and should be consulted by every one who plants either for pleasure or profit. While too costly a book to send unsolicited (except to our regular customers), we are pleased to mail it **FREE to every one** who *has a garden* and can appreciate QUALITY IN SEEDS. Shall we mail YOU a copy? If so, kindly *name this paper* and **write TO-DAY!**

W. ATLEE BURPEE & CO.
Burpee Building, Philadelphia, U.S.A.



Miller Monuments

which dot the entire country, are among the highest grade examples of artistic memorial work in America.

The main reason is that I have made memorial-making my life work.

Further reasons: only the finest granite is used; my workmen are all artists—not merely stone-cutters; my designs are original and individual; and I charge the lowest prices possible for the exclusively high-grade work that I turn out.

Satisfied customers in 35 States of the Union prove that my method of selling by mail is practical and convenient.

If you contemplate erecting a monument I will gladly send booklet and information.

J. L. MILLER (Successor to Thomas & Miller)
47 Liberty St., Quincy, Mass.

CURRENT POETRY

All Souls

BY EDITH WHARTON

I

A thin moon faints in the sky o'erhead,
And dumb in the churchyard lie the dead.
Walk we not, Sweet, by garden ways,
Where the late rose hangs and the phlox delays,
But forth of the gate and down the road,
Past the church and the yews, to their dim abode.
For it's turn of the year and All Souls' night,
When the dead can hear and the dead have sight.

II

Fear not that sound like wind in the trees:
It is only their call that comes on the breeze;
Fear not the shudder that seems to pass:
It is only the tread of their feet on the grass;
Fear not the drip of the bough as you stoop:
It is only the touch of their hands that grope—
For the year's on the turn, and it's All Souls' night,
When the dead can yearn and the dead can smite.

III

And where should a man bring his sweet to woo
But here, where such hundreds were lovers too?
Where lie the dead lips that thirst to kiss,
The empty hands that their fellows miss,
Where the maid and her lover, from sere to green,
Sleep bed by bed, with the worm between?
For it's turn of the year and All Souls' night,
When the dead can hear and the dead have sight.

IV

And now that they rise and walk in the cold,
Let us warm their blood and give youth to the old.
Let them see us and hear us, and say: "Ah, thus
In the prime of the year it went with us!"
Till their lips drawn close, and so long unkist,
Forget they are mist that mingles with mist!
For the year's on the turn, and it's All Souls' night,
When the dead can burn and the dead can smite.

V

Till they say, as they hear us—poor dead, poor dead!
"Just an hour of this, and our age-long bed—
Just a thrill of the old remembered pains
To kindle a flame in our frozen veins,
Just a touch, and a sight, and a floating apart,
As the chill of dawn strikes each fantom heart—
For it's turn of the year and All Souls' night,
When the dead can hear, and the dead have sight."

VI

And where should the living feel alive
But here in this wan white humming hive,
As the moon wastes down, and the dawn turns cold
And one by one they creep back to the fold?
And where should a man hold his mate and say:
"One more, one more, ere we go their way"?
For the year's on the turn, and it's All Souls' night,
When the living can learn by the churchyard light.

VII

And how should we break faith who have seen
Those dead lips plight with the mist between,
And how forget, who have seen how soon
They lie thus chambered and cold to the moon?
How scorn, how hate, how strive, we too,
Who must do so soon as those others do?
For it's All Souls' night, and break of the day,
And behold, with the light the dead are away. . . .

—*Scribner's Magazine* (January).

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PERSONAL GLIMPSES

LIONS THAT STOPT A RAILROAD

MAN-EATING lions some time ago completely stopt the construction of a new railroad in British East Africa. The frequency of night attacks on the railroad camp by the hungry lions, and the almost unvarying success of these raids, finally caused a wild and frantic stampede of the workmen which completely suspended all operations for a time. Lieutenant-Colonel T. H. Patterson, who had charge of one of these camps, has been writing in *The World's Work* of the fight made against these daring beasts, and of the almost fruitless efforts either to shoot or to trap them. After almost numberless attempts to check the wholesale feast, he finally devised a scheme which was successful in netting him his first man-eating lion. With a dead ass for bait, the writer took his place on a small platform built upon stilts out of reach of the lions, and waited for their approach. The night was extremely dark, but in a short while an angry growl from the edge of the forest told the hunter that the prey had been scented. Then suddenly, much to Colonel Patterson's horror, the lion was discovered stalking his frail house instead of the dead bait. For two hours this continued. We read further:

I kept perfectly still, however, hardly daring even to blink my eyes; but the long-continued strain was telling on my nerves, and my feelings may be better imagined than described when about midnight suddenly something came flop and struck me on the back of the head. For a moment I was so terrified that I nearly fell off the plank, as I thought that the lion had sprung on me from behind. Regaining my senses in a second or two, I realized that I had been hit by nothing more formidable than an owl, which had doubtless mistaken me for the branch of a tree—not a very alarming thing to happen in ordinary circumstances, I admit, but coming at the time it did, it almost paralyzed me. The involuntary start which I could not help giving was immediately answered by a sinister growl from below.

After this I again kept as still as I could, tho absolutely trembling with excitement; and in a short while I heard the lion begin to creep stealthily toward me. I could barely make out his form as he crouched among the whitish undergrowth; but I saw enough for my purpose, and before he could come any nearer I took careful aim and pulled the trigger.

The sound of the shot was at once followed by a most terrific roar, and then I could hear him leaping about in all directions. I was no longer able to see him, however, as his first bound had taken him into the thick bush; but to make assurance doubly sure, I kept blazing away in the direction in which I heard him plunging about. At length came a series of mighty groans, gradually subsiding into deep sighs, and finally ceasing altogether; and I felt convinced that one of the "devils" who had so long harried us would trouble us no more.

As soon as I ceased firing, a tumult of inquiring voices was borne across the dark jungle from the men in camp about a quarter of a mile away. I shouted back that I was safe and sound, and that one of the lions was dead, whereupon such a mighty cheer went up from all the camps as must have astonished the denizens of the jungle for miles around.

Shortly I saw scores of lights twinkling through the bushes; every man in camp turned out, and with tom-toms beating and horns blowing came running to the scene. They surrounded my aerie, and to my amazement prostrated themselves on the ground before me, saluting me with cries of "*Mabarak! Mabarak!*" which I believe means "blessed one" or "savior."

All the same, I refused to allow any search to be made that night for the body of the lion, in case his companion might be close by. . . . I anxiously awaited the dawn; and even before it was thoroughly light I was on my way to the eventful spot. . . .

I had scarcely traced the blood for more than a few paces when, on rounding a bush, I was startled to see a huge lion right in front of me, seemingly alive and crouching for a spring. On looking closer, how-

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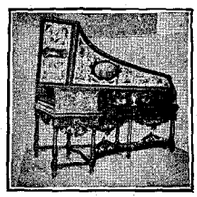

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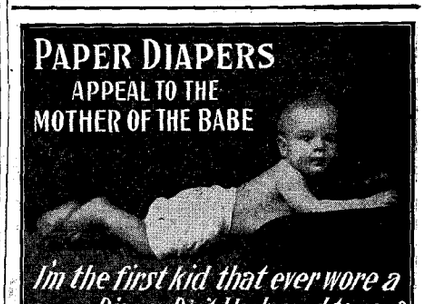

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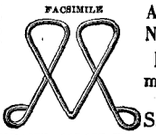

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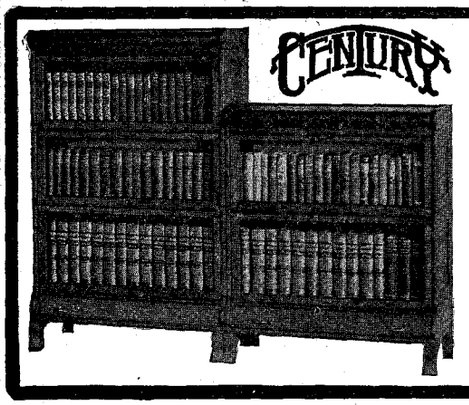

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ever, I satisfied myself that he was really and truly stone-dead, whereupon my followers crowded round, laughed and danced and shouted with joy like children, and bore me in triumph shoulder-high round the dead body.

These thanksgiving ceremonies being over, I examined the body and found that two bullets had taken effect—one close behind the left shoulder, evidently penetrating the heart, and the other in the off hind leg. The prize was indeed one to be proud of; his length from tip of nose to tip of tail was nine feet eight inches, he stood three feet nine inches high, and it took eight men to carry him back to camp. The only blemish was that the skin was much scored by the *boma* thorns through which he had so often forced his way in carrying off his victims.

SHEAR WIT

The Boss.—The insurance agent climbed the steps and rang the bell.

"Whom do you wish to see?" asked the careworn person who came to the door.

"I want to see the boss of the house," replied the insurance agent. "Are you the boss?"

"No," meekly returned the man who came to the door; "I'm only the husband of the boss. Step in; I'll call the boss."

The insurance agent took a seat in the hall, and in a short time a tall, dignified woman appeared.

"So you want to see the boss?" repeated the woman. "Well, just step into the kitchen. This way, please. Bridget, this gentleman desires to see you."

"Me th' boss!" exclaimed Bridget, when the insurance agent asked her the question. "Indade Oi'm not! Sure, here comes th' boss now."

She pointed to a small boy of ten years who was coming toward the house.

"Tell me," pleaded the insurance agent, when the lad came into the kitchen, "are you the boss of the house?"

"Want to see the boss?" asked the boy. "Well, you just come with me."

Wearily the insurance agent climbed up the stairs. He was ushered into a room on the second floor and guided to the crib of a sleeping baby.

"There!" exclaimed the boy; "that's the real boss of this house."—*Herald and Presbyter.*

Too Literal.—"Well, yes," said Old Uncle Lazzenberry, who was intimately acquainted with most of the happenstances of the village. "Almira Stang has broken off her engagement with Charles Henry Tootwiler. They'd be goin' together for about eight years, durin' which time she had been inculcatin' into him, as you might call it, the beauties of economy; but when she discovered, just lately, that he had learnt his lesson so well that he had saved up two hundred and seventeen pairs of socks for her to darn immediately after the wedding, she 'peared to conclude that he had taken her advice a little too literally, and broke off the match."—*Puck.*

His Motive.—"I compel my daughter to practise four hours a day," said Mr. Cumrox.

"But you will make her hate music so that she will never want to go near a piano!"

"That's what I am hoping."—*Washington Star.*

Handsome Is as Handsome Does. WEGGIE—"I say, Cholly, what a deucedly homely fellow they have for quarterback on that team, you know."

PERCY—"Aw, yes, but you see, old fellow, he'll pass in a crowd."—*Harvard Lampoon.*

Saw Him First.—About the year 1707 William Penn became heavily involved in a lawsuit, and the author of a recent biography, entitled "Quaker and Courier," says that he was greatly in fear—under the laws of the day—of being arrested. Many noble personages were in the same plight, but no other, it is believed, resorted to Penn's expedient in meeting the situation.

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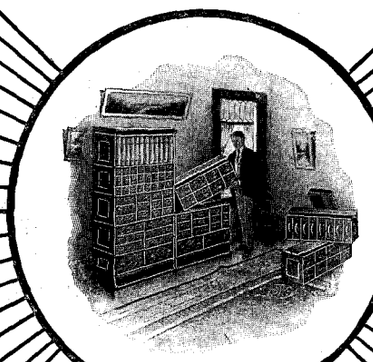

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hole made through which he could see any person who came to him. A creditor one day sent in his name, and, having been made to wait more than a reasonable time, knocked for the servant and asked him:

"Will not your master see me?"

"Friend, he has seen thee," replied the servant, calmly, "and does not like the looks of thee."—*Youth's Companion.*

The Reason.—YOUNG MAN—"Why do you advise Miss Smith to go abroad to study music? You know she has no talent."

OLD MAN—"I live next door to Miss Smith."—*Town and Country.*

Where the Miracle Came In.—Dr. Walter C. Smith, the popular Scotch poet-preacher, on one occasion tried to explain to an old lady the meaning of the scriptural expression, "Take up thy bed and walk," by saying that the bed was simply a mat or rug easily taken up and carried away.

"No, no," replied the lady. "I canna believe that. The bed was a regular four-poster. There would be no miracle in walking away wi' a bit o' mat or rug on your back."—*Argonaut.*

Was He Delirious?—"Almost every man," says a Baltimore specialist, "learns sooner or later to think of his doctor as one of his best friends, but this fact does not hinder the world from laughing at the profession.

"'How is our patient this morning?' asked a physician, a fellow graduate of mine, of a patient's brother.

"'Oh, he's much worse,' came from the other in a tone of dejection. 'He's been delirious for several hours. At three o'clock he said, "What an old woman that doctor of mine is!" and he hasn't made a rational remark since.' "—*Lippincott's.*

The Great Poe.—"The late Charles Eliot Norton," said a Bostonian, "used humorously to deplore the modern youth's preference of brawn to brain.

"He used to tell of a football game he once witnessed. Princeton had a splendid player in Poe—you will remember little Poe?—and Professor Norton, thinking of 'The Raven' and 'Annabel Lee,' said to the lad at his side:

"'He plays well, that Poe.'

"'Doesn't he?' the youth cried.

"'Is he,' said Professor Norton, 'any relation to the great Poe?'

"'Any relation?' said the youth, frowning. "Why, he is the great Poe.' "—*Boston Herald.*

Out of Order.—Champ Clark loves to tell of how in the heat of a debate Congressman Johnson of Indiana called an Illinois representative a jackass. The expression was unparliamentary, and in retraction Johnson said:

"While I withdraw the unfortunate word, Mr. Speaker, I must insist that the gentleman from Illinois is out of order."

"How am I out of order?" yelled the man from Illinois.

"Probably a veterinary surgeon could tell you," answered Johnson, and that was parliamentary enough to stay on the record.—*Success Magazine.*

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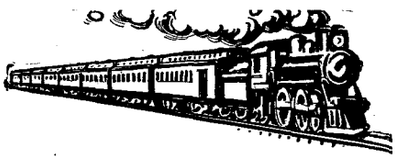

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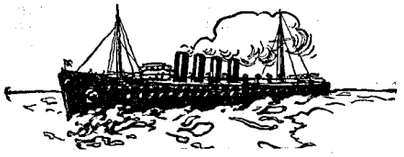

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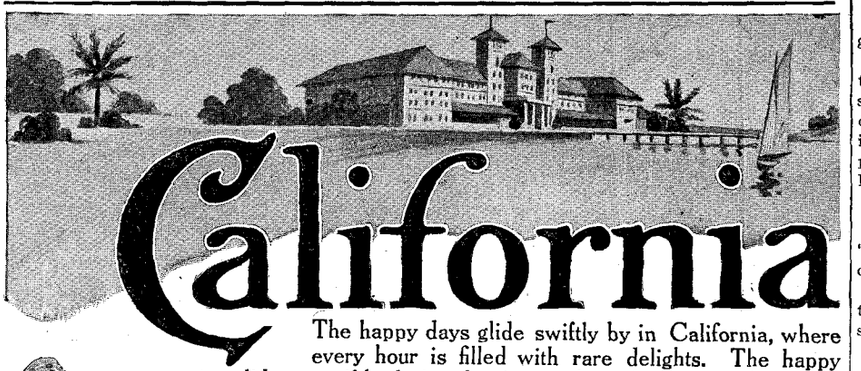

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CURRENT EVENTS

Foreign.

December 27.—Eleven men are killed in a riot at Tungau, 20 miles north of Amoy, following an endeavor to enforce the antiopium edict.

December 28.—Over 100,000 persons lose their lives in an earthquake in Calabria and Sicily; practically no towns on either side of the strait have escaped destruction or damage from the shock or tidal wave.

Turkey refuses the Austrian proposals for a settlement of the annexation dispute.

December 29.—A report received at Washington indicates that Arthur S. Cheney, American consul at Messina, and Mrs. Cheney were killed by the earthquake in that region.

December 30.—It is reported that the dead in Calabria and Sicily may number 150,000; it is believed that 100,000 persons perished in Messina and Reggio alone.

December 31.—Wilbur Wright breaks all previous aeroplane records at Le Mans, France, with a flight of 2 hours and 9 minutes.

Belgium re-leases the Peking-Hankow Railroad to China, following the payment of the redemption price, about $30,000,000.

Domestic.

WASHINGTON.

December 27.—Announcement is made at the White House of a plan for a conference looking toward the conservation of the natural resources of North America to be held at the White House February 18 next.

December 29.—The office of Assistant Secretary of State in the next administration is offered to Beekman Winthrop, who accepts it.

December 30.—Count von Bernstorff, the new German Ambassador, is formally presented to the President at the White House.

December 31.—The United States produced $90,435,700 in gold and $37,299,700 in silver in 1907, according to a report given out in Washington.

GENERAL.

December 26.—The jury in the case of Beach Hargis, charged with the murder of his father, Judge James Hargis, fails to agree at Irvine, Kentucky.

December 29.—Abraham Ruef, formerly political boss of San Francisco, is sentenced to 14 years for bribery in granting a United-Railways franchise.

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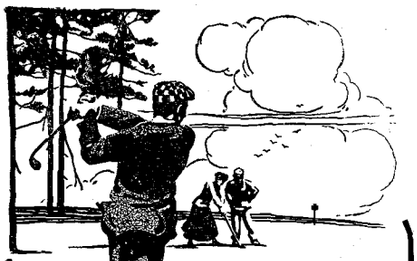

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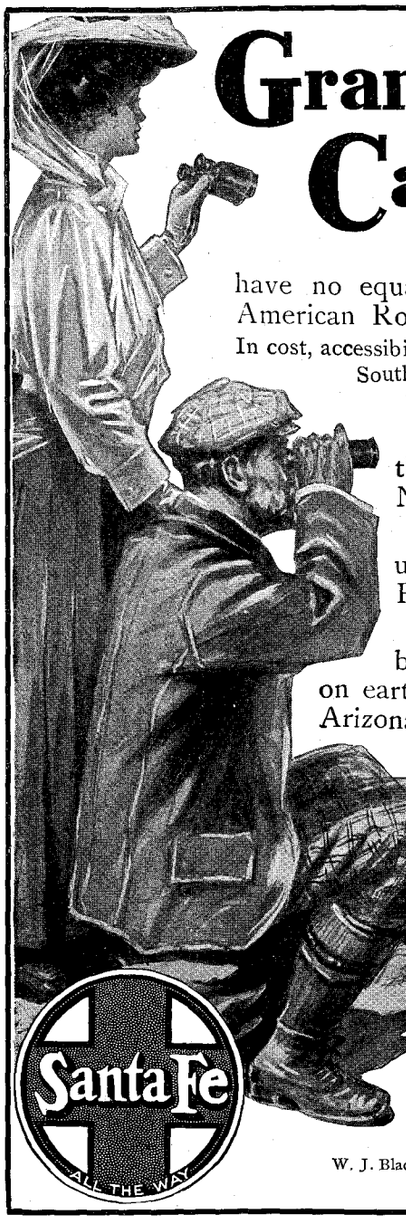

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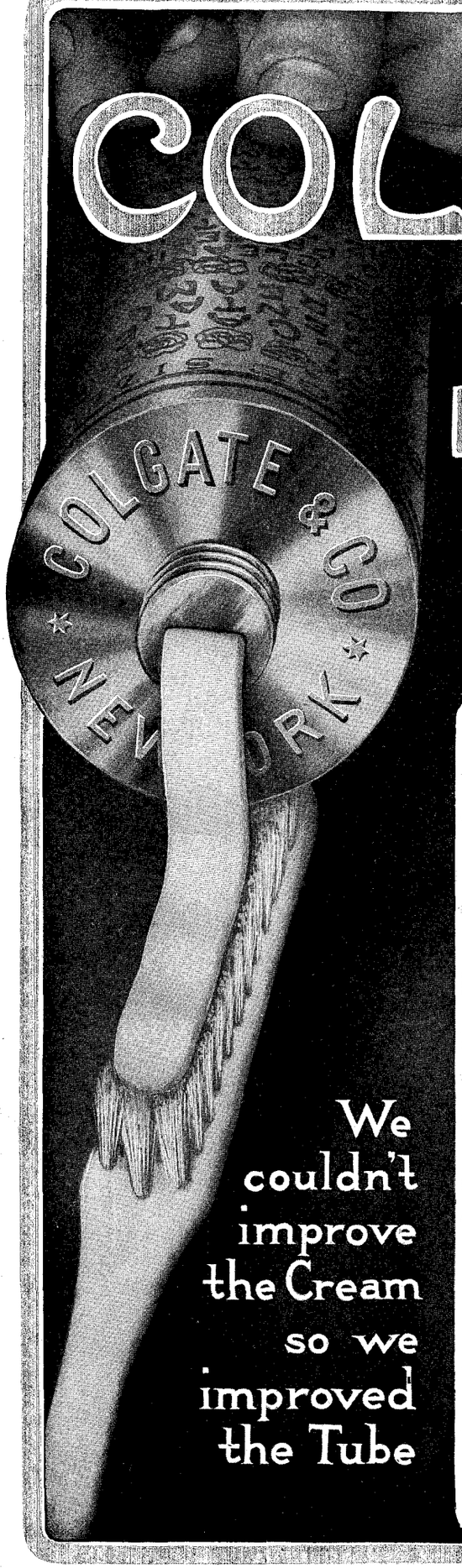

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